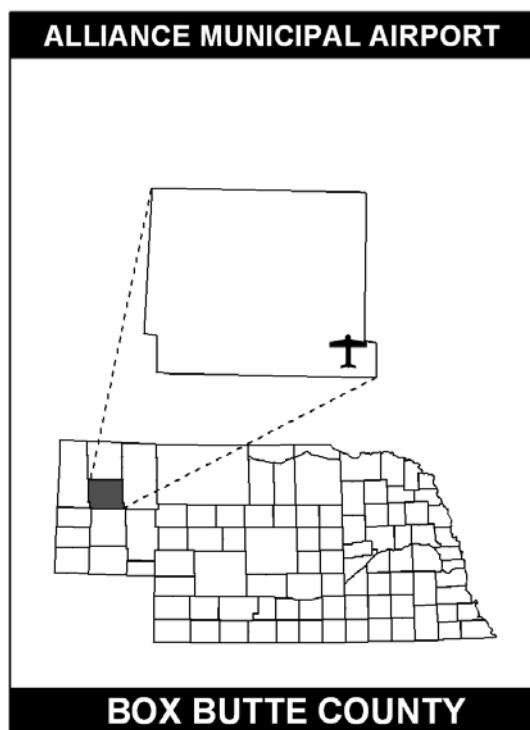


Airport Location

Alliance Municipal Airport is located 3 miles southeast of Alliance, Nebraska, in Box Butte County. Alliance has a population of 9,555. The 3,500-acre airport opened in 1948. The primary runway, Runway 12/30, is an asphalt runway measuring 9,202 feet in length and 150 feet in width. Major employers in the community include Burlington Northern Santa Fe Railroad, Parker-Dayco, AEP, Perrin Manufacturing, Vitalix, Box Butte General Hospital and Alliance Public Schools. Local attractions include Carhenge and the Knight Museum of the High Plains Heritage.

The airport, with 51 based aircraft, experiences approximately 15,000 annual operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were seven aviation-related tenants on the airport who supported 24 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.02 million annually. The estimated direct annual payroll of these tenants is \$432,800. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 418 visitors arrived via Alliance Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional six full-time jobs for employees earning \$100,200 annually. Output from commercial airline visitors is estimated at \$179,100. Operational data indicated that approximately 3,270 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional seven full-time jobs with a total annual payroll of \$111,900. Output from general aviation visitors is estimated at \$176,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as

they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Alliance Municipal Airport was approximately \$3.42 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 43 jobs. A total annual payroll of approximately \$960,200 is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Alliance Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft such as those belonging to Burlington Northern-Santa Fe Railroad, Parker-Dayco, and Vitalix. The airport is also the base for an aerial applicator service.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Box Butte General Hospital uses the airport on average 67 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Scottsbluff, Chadron and Denver. In addition, the hospital uses aircraft 15 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Located on the airport is a U.S. Postal Service facility and aircraft. Suburban Air Freight uses the airport five days per week. Area law enforcement agencies base training and operations at the field frequently.

The airport serves as a gateway for tourist and recreational activities, such as hunting in nearby

wilderness areas in the Sand Hills. Additionally, the airport hosts charity events, such as a fly-in for the Make-A-Wish Foundation. The airport leases some of its acreage to area ranchers.

Summary

On an annual basis, Alliance Municipal Airport currently provides the following total benefits:

Alliance Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	16	10	26
GA Visitors	7	2	9
CA Visitors	<u>6</u>	<u>2</u>	<u>8</u>
Total	29	14	43
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$432,800	\$187,400	\$620,200
GA Visitors	\$111,900	\$64,000	\$175,900
CA Visitors	<u>\$100,200</u>	<u>\$63,900</u>	<u>\$164,100</u>
Total	\$644,900	\$315,300	\$960,200
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$2,016,800	\$830,400	\$2,847,200
GA Visitors	\$176,400	\$107,100	\$283,500
CA Visitors	<u>\$179,100</u>	<u>\$108,300</u>	<u>\$287,400</u>
Total	\$2,372,300	\$1,045,800	\$3,418,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

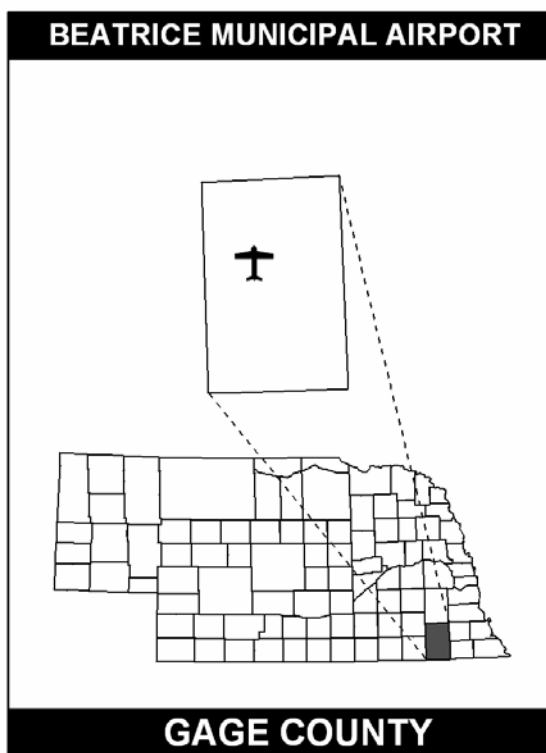
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Beatrice Municipal Airport is located 3 miles north of Beatrice, Nebraska, in Gage County. Beatrice has a population of 12,264. The 643-acre airport opened in 1946. The primary runway, Runway 17/35, is an asphalt-concrete runway measuring 5,602 feet in length and 100 feet in width. Major employers in the community include Exmark Manufacturing Company, Inc., Store Kraft Manufacturing Company, NEAPCO, American Tool Company, and Husqvarna Turf Care Division. Local attractions include Homestead National Monument of America and the Gage County Historical Museum.

The airport, with 21 based aircraft, experiences approximately 10,058 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 11 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.13 million annually. The estimated direct annual payroll of these tenants is \$252,100. Operational data indicated that approximately 2,572 visitors used the airport. Visitor-related spending supported an additional five full-time jobs for employees earning over \$88,000 annually. Indirect output from general aviation visitors is estimated at \$138,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Beatrice Municipal Airport was approximately \$1.85 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 24 persons, with a total annual payroll (first round and secondary) of approximately \$491,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Beatrice Municipal provides several services to the local community. The airport is a base for local recreational flyers, as well as for corporate activity. An aerial application service uses the airport as its base in the growing season. The airport has a certified flight instructor available to the public. Suburban Air Freight runs about 20 flights per week from the airport as a contract carrier for UPS. The airport is frequently used by the military for exercises and training. On occasion, other government agencies utilize the airport for operations. Law enforcement, firefighting, search and rescue, medical evacuation, and environmental patrol are reported as occasional activities at the airport.

Summary

On an annual basis, Beatrice Municipal Airport currently provides the following total benefits:

Beatrice Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	11	6	17
GA Visitors	<u>5</u>	<u>2</u>	<u>7</u>
Total	16	8	24
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$252,100	\$100,300	\$352,400
GA Visitors	<u>\$88,500</u>	<u>\$50,600</u>	<u>\$139,100</u>
Total	\$340,600	\$150,900	\$491,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,129,900	\$500,100	\$1,630,000
GA Visitors	<u>\$138,900</u>	<u>\$84,400</u>	<u>\$223,300</u>
Total	\$1,268,800	\$584,500	\$1,853,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

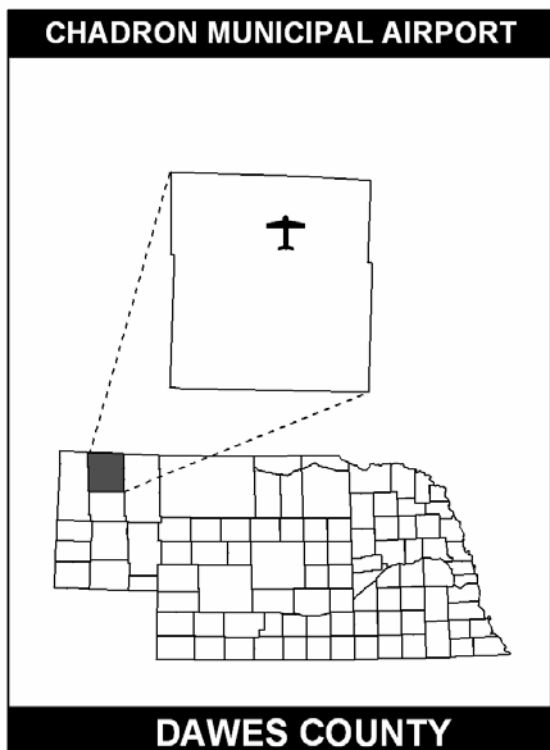
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Chadron Municipal Airport is located four miles west of Chadron, Nebraska, in Dawes County. Chadron has a population of 5,698. The 716-acre airport opened in 1939. The primary runway, Runway 02/20, is a concrete runway measuring 6,001 feet in length and 100 feet in width. The major employer in the community is Chadron State College. Local attractions include Chadron State Park, Nebraska National Forest Pine Ridge District, Museum of Fur Trade, and Dawes County Historical Society Museum.

The airport, with 14 based aircraft, experiences approximately 4,250 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and

associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport who supported 11 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.09 million annually. The estimated direct annual payroll of these tenants is \$286,400. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 488 visitors arrived via Chadron Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional seven full-time jobs for employees earning \$116,900 annually. Output from commercial airline visitors is estimated at \$209,100. Operational data indicated that approximately 1,089 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional two full-time jobs with a total annual payroll of \$36,700. Output from general aviation visitors is estimated at \$58,800.

Secondary Impact

The first round impacts associated with on-airport tenants, commercial airline visitors, and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 direct, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants, commercial airline visitors, and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Chadron Municipal

Airport was approximately \$1.59 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 31 persons. A total annual payroll of approximately \$661,000 is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Chadron Municipal Airport provides several services to the local community. The primary benefit that the community receives is scheduled commercial airline service on Great Lakes to Denver. This airline service provides important access to the country's transportation system. The airport also provides a facility for a moderate amount of corporate and recreational activity. The airport's Fixed Base Operator (FBO) services and maintains aircraft of all types, and offers a number of services to pilots. The airport also frequently accommodates military, police, fire and medical flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Chadron Community Hospital uses the airport on average 173 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Rapid City and Scottsbluff. In addition, the hospital uses aircraft 65 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Chadron Municipal Airport currently provides the following total benefits:

Chadron Municipal Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	11	7	18
GA Visitors	2	1	3
CA Visitors	<u>7</u>	<u>3</u>	<u>10</u>
Total	20	11	31
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$286,400	\$125,400	\$411,800
GA Visitors	\$36,700	\$21,000	\$57,700
CA Visitors	<u>\$116,900</u>	<u>\$74,600</u>	<u>\$191,500</u>
Total	\$440,000	\$221,000	\$661,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$825,000	\$336,300	\$1,161,300
GA Visitors	\$58,800	\$35,700	\$94,500
CA Visitors	<u>\$209,100</u>	<u>\$126,400</u>	<u>\$335,500</u>
Total	\$1,092,900	\$498,400	\$1,591,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

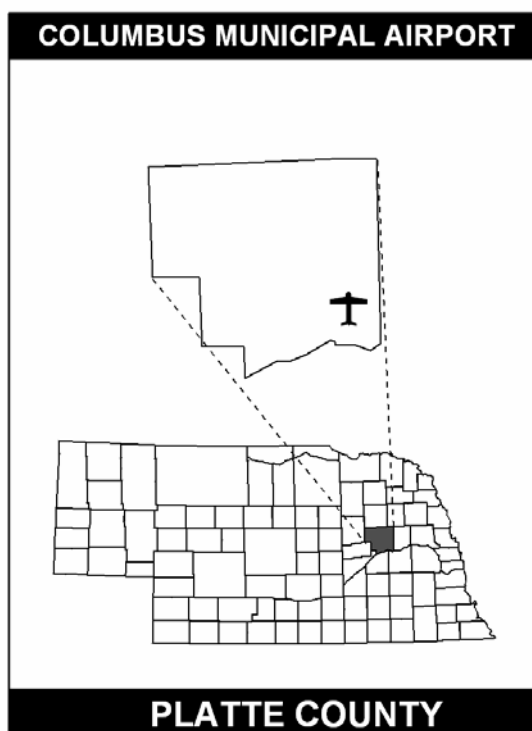
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Columbus Municipal Airport is located one mile northeast of Columbus, Nebraska, in Platte County. Columbus has a population of 20,678. The 602-acre airport opened in 1946. The primary runway, Runway 14/32, is an asphalt-concrete runway measuring 6,800 feet in length and 100 feet in width. Major employers in the community include Becton Dickinson, Behlen Manufacturing Co., EGS Electrical Group, Vishay/Dale Electronics, CAMACO, Carneco, FLEXcon Company, Minnesota Corn Processors, Columbus Hydraulics and Orion Corporation. Local attractions include Platte County Fair/Columbus Races, U.S. 30 Speedway, and the Platte County Historical Society.

The airport, with 43 based aircraft, experiences approximately 15,000 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and

government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were five aviation-related tenants on the airport, including airport management, who supported 46 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$6.82 million annually. The estimated direct annual payroll of these tenants is \$2,494,100. Operational data indicated that approximately 947 visitors used the airport. Visitor-related spending supported an additional ten full-time jobs for employees earning approximately \$167,000 annually. Indirect output from general aviation visitors is estimated at \$264,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Columbus Municipal Airport was approximately \$9.68 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 81 persons, with a total annual payroll (first round and secondary) of approximately \$3.63 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Columbus Municipal Airport provides several services to the local community. The airport primarily serves Columbus' recreational and corporate pilots. The airport's Fixed Base Operator maintains and repairs aircraft, and offers a number of services for pilots. The airport is home to Nebraska Public Power District's corporate hangar, from which inspections and repair dispatches are based. The airport also houses an FAA flight service station, which acts as an information center for pilots all over the State. Additionally, the airport accommodates a UPS contract carrier, which allows businesses and residents in the city to ship freight and priority materials. The airport accommodates flights by emergency personnel, especially physician flights and medical evacuations.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Alegen Health Memorial Hospital and Columbus Community Hospital use the airport on average six times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha and Lincoln. In addition, the hospital

use aircraft 13 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Columbus Municipal Airport currently provides the following total benefits:

Columbus Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	46	22	68
GA Visitors	<u>10</u>	<u>3</u>	<u>13</u>
Total	56	25	81
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$2,494,100	\$877,500	\$3,371,600
GA Visitors	<u>\$167,000</u>	<u>\$95,500</u>	<u>\$262,500</u>
Total	\$2,661,100	\$973,000	\$3,634,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$6,824,400	\$2,433,900	\$9,258,300
GA Visitors	<u>\$264,600</u>	<u>\$160,700</u>	<u>\$425,300</u>
Total	\$7,089,000	\$2,594,600	\$9,683,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

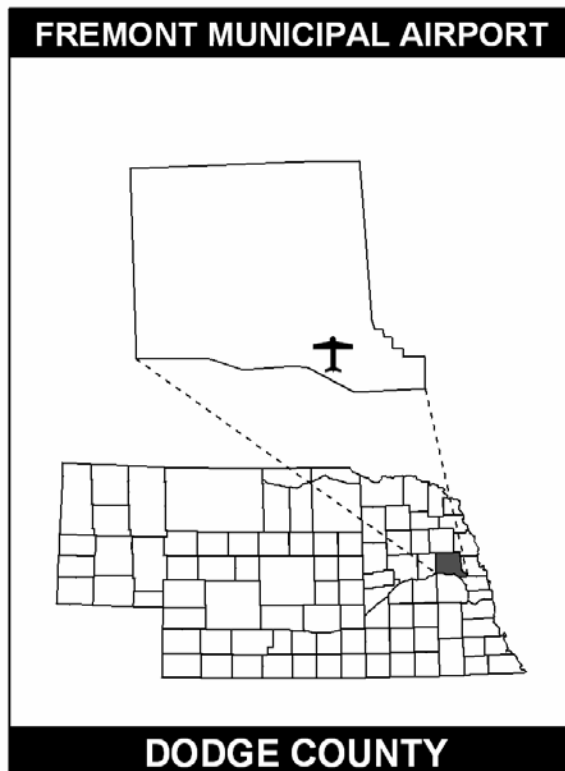
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Fremont Municipal Airport is located two miles northwest of Fremont, Nebraska, in Dodge County. Fremont has a population of 24,591. The 639-acre airport opened in 1942. The primary runway, Runway 13/31, is an asphalt-concrete runway measuring 5,500 feet in length and 100 feet in width. Major employers in the community include Hormel Foods Corporation, Fremont Area Medical Center, Fremont Public Schools, Wal-Mart Store, Inc., Oriental Trading Company, Oilgear, TEK Industries, Midland Luther College, ENCORE/HRM Transportation, and The Furst Group. Local attractions include the Fremont Dinner Train and the Fremont & Elkhorn Valley Railroad, as well as outdoor activities on the Platte River at Fremont Lakes State Recreation Area. Fremont is also the starting point of the Lewis and Clark Land Tour, a scenic drive stretching to Niobrara.

The airport, with 43 based aircraft, experiences approximately 20,150 annual operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported eight employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$3.6 million annually. The estimated direct annual payroll of these tenants is \$209,700. Operational data indicated that approximately 3,380 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$115,200 annually. Indirect output from general aviation visitors is estimated at \$182,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Fremont Municipal Airport was approximately \$5.56 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 21 jobs, with a total annual payroll (first round and secondary) of approximately \$470,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Fremont Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to corporate aircraft. Several area companies have aircraft at the field, including Dugan Funeral Service, Independent Technology, R&M Consulting, Taylor & Martin, and Victory Marine. Other corporate users of the airport include Hormel, Wal-Mart, Valmont, ADM, and Hy-bee. The airport's Fixed Base Operator (FBO) offers full-service aircraft support, including maintenance for piston and turboprop aircraft. Des Moines Flying Service sells a range of aircraft at the airport.

The airport assists local police and fire and rescue authorities by providing a base for State Patrol activities, including search and rescue, prisoner exchange, and emergency management survey flights. The airport is also the location of a number of community activities, such as the Experimental Aircraft Association's "Young Eagles" program, a Civil Air Patrol youth encampment for young pilots, and school tours. The local Civil Air Patrol also holds its training activities at the airport. The airport also sells airplane rides at the town's annual John C. Fremont days.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to

bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Fremont Area Medical Center uses the airport occasionally for emergency patient transfer via air ambulance.

Summary

On an annual basis, Fremont Municipal Airport currently provides the following total benefits:

Fremont Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	8	4	12
GA Visitors	<u>7</u>	<u>2</u>	<u>9</u>
Total	15	6	21
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$209,700	\$79,200	\$288,900
GA Visitors	<u>\$115,200</u>	<u>\$65,900</u>	<u>\$181,100</u>
Total	\$324,900	\$145,100	\$470,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$3,563,700	\$1,708,700	\$5,272,400
GA Visitors	<u>\$182,300</u>	<u>\$110,700</u>	<u>\$293,000</u>
Total	\$3,746,000	\$1,819,400	\$5,565,400

Source: Wilbur Smith Associates & IMPLAN multipliers

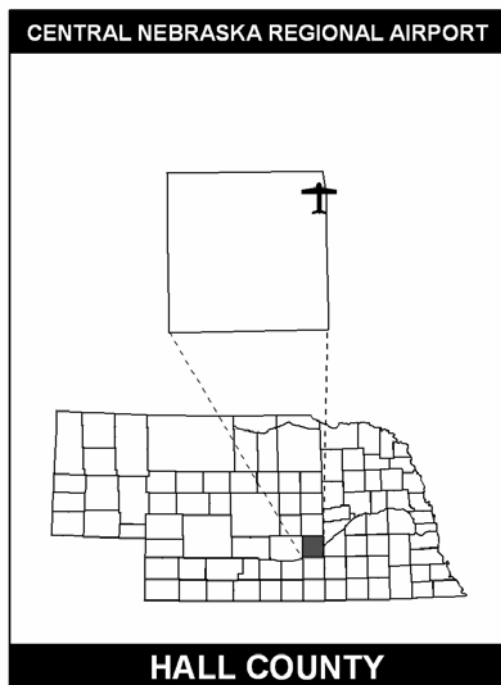
In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Central Nebraska Regional Airport is located 3 miles northeast of Grand Island, Nebraska, in Hall County. Grand Island has a population of 41,950. The 2,435-acre airport opened in 1935. The primary runway, Runway 17/35, is an asphalt runway measuring 7,002 feet in length and 150 feet in width. Major employers in the community include ConAgra Beef, Saint Francis Medical Center, Chief Industries, Principal Financial Group, Case-New Holland, McCain Foods USA, Inc., Grand Island Public Schools, the City of Grand Island, Overhead Door Corporation, and a Cabela's call center. Local attractions include the Heritage Zoo, Fonner Park Thoroughbred Races and the Stuhr Museum of the Prairie Pioneer. The airport, with 63 based aircraft, experiences approximately 42,624 operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic

benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 13 aviation-related tenants on the airport who supported 113 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$12.8 million annually. The estimated direct annual payroll of these tenants is \$3.75 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 2,720 visitors arrived via Central Nebraska Regional Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 36 full-time jobs for employees earning \$601,200 annually. Output from commercial airline visitors is estimated at \$1.2 million. Operational data indicated that approximately 6,200 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional eight full-time jobs with a total annual payroll of \$128,600. Output from general aviation visitors is estimated at \$335,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Central Nebraska Regional Airport was approximately \$21.14 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 245 persons. A total annual payroll of approximately \$6.61 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Central Nebraska Regional Airport provides several services to the community. The airport welcomes many recreational aircraft in addition to airline activity and corporate aircraft, such as those belonging to Chief Industries, Global, and Anderson A/C. The airport also has a significant amount of air cargo activity with aircraft from FedEx, Airborne, UPS, and Suburban Air using the airport daily.

The airport's property includes a large industrial park with a variety of non-aviation tenants. These businesses include Bel-Wood Buildings, Hornady Manufacturing, KB Ag Repair, Nova-Tech, Optical Technologies, and Overhead Door.

The airport also supports local law enforcement and fire and rescue agencies. The airport is home to the Nebraska Law Enforcement Training Center, where a wide range of police education and training activities occur. The Immigration and Naturalization Service occasionally uses the airport for deportations. Currently, the airport is constructing a new Air National Guard Apache helicopter base and armory. The airport also sponsors Aircraft Rescue and Fire Fighting training by local fire departments, and performs crash drills occasionally. The airport often accommodates doctor and medical specialist flights, as well as medical evacuation flights for St. Francis Medical Center.

Central Nebraska Regional is the home of many community events. The airport is the location of the town's Christmas festivities, which include tree decorating by local children and visits by Santa. The airport takes part in Husker Harvest Days, an annual agricultural fair. The airport also has a restaurant, the Flight Deck.

Summary

On an annual basis, Central Nebraska Regional Airport currently provides the following benefits:

Central Nebraska Regional			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	113	72	185
GA Visitors	8	2	10
CA Visitors	<u>36</u>	<u>14</u>	<u>50</u>
Total	157	88	245
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$3,752,500	\$1,675,700	\$5,428,200
GA Visitors	\$128,600	\$73,500	\$202,100
CA Visitors	<u>\$601,200</u>	<u>\$383,600</u>	<u>\$984,800</u>
Total	\$4,482,300	\$2,132,800	\$6,615,100
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$12,804,800	\$5,928,200	\$18,733,000
GA Visitors	\$335,200	\$203,600	\$538,800
CA Visitors	<u>\$1,164,000</u>	<u>\$703,800</u>	<u>\$1,867,800</u>
Total	\$14,304,000	\$6,835,600	\$21,139,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following benefits:

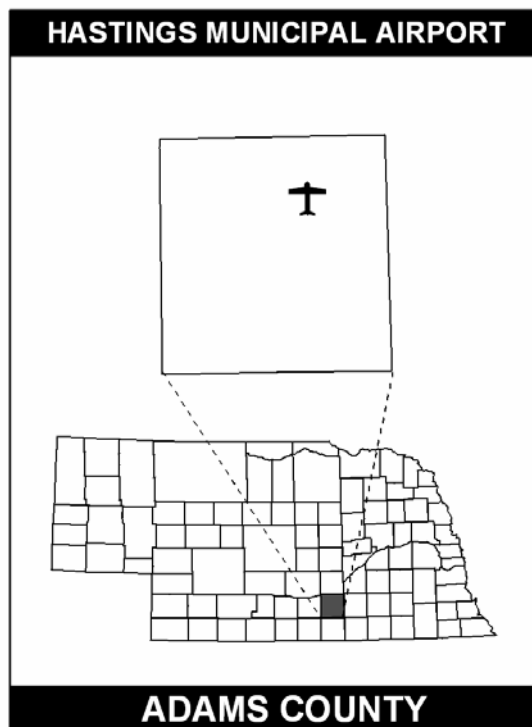
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Hastings Municipal Airport is located two miles northwest of Hastings, Nebraska, in Adams County. Hastings has a population of 21,263. The 504-acre airport opened in 1926. The primary runway, Runway 14/32, is a concrete surface measuring 6,451 feet in length and 100 feet in width. Major manufacturers or other large employers in the community include Con Agra, Thermo King Corporation, Dana Corporation, Dutton-Lainson, and Eaton Corporation. Local attractions include the Hastings Museum/Lied IMAX Theatre.

The airport, with 40 based aircraft, experiences approximately 19,000 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported six employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$184,000 annually. The estimated direct annual payroll of these tenants is \$59,700. Operational data indicated that approximately 5,445 visitors used the airport. Visitor-related spending supported an additional 11 full-time jobs for employees earning \$187,000 annually. Indirect output from general aviation visitors is estimated at \$294,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Hastings Municipal Airport was approximately

\$724,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 23 persons, with a total annual payroll (first round and secondary) of approximately \$379,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Hastings Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as a number of corporate aircraft, including those belonging to Werner Construction, Aluminum Castings, Williams Midwest House Mover, T-L Irrigation, and Reinke Farms. The airport is also the base of operations for an aerial applicator during the growing season. Suburban Air Freight, a UPS contract carrier, provides air freight and package delivery to the community from the airport. The facility is also important to the community in terms of providing access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Mary Lanning Memorial Hospital uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Salina. In addition, the hospital uses aircraft 11 times per year for emergency patient transfer via air ambulance.

The airport participates in several community events, including the State Fly-In in 2004. In the past, representatives from the airport have taken part in outreach programs to advertise the airport.

Summary

On an annual basis, Hastings Municipal Airport currently provides the following total benefits:

Hastings Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	6	3	8
GA Visitors	<u>11</u>	<u>3</u>	<u>15</u>
Total	17	6	23
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$59,700	\$25,600	\$85,300
GA Visitors	<u>\$187,000</u>	<u>\$106,900</u>	<u>\$293,900</u>
Total	\$246,700	\$132,500	\$379,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$184,000	\$67,800	\$251,800
GA Visitors	<u>\$294,000</u>	<u>\$178,500</u>	<u>\$472,500</u>
Total	\$478,000	\$246,300	\$724,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

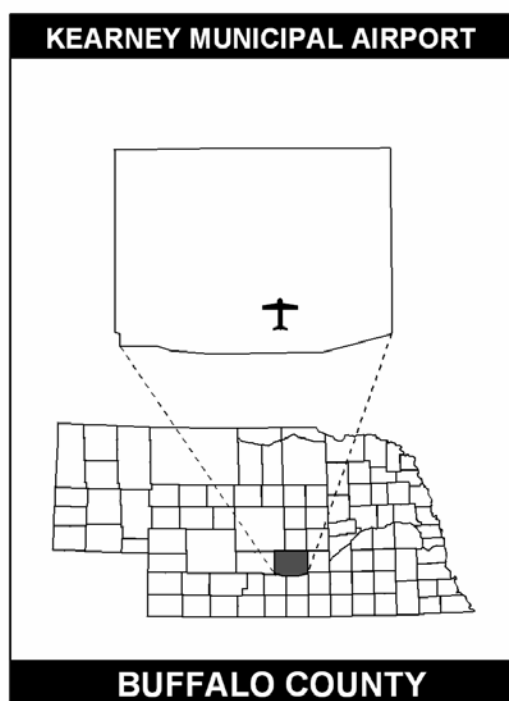
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Kearney Municipal Airport is located four miles northeast of Kearney, Nebraska, in Buffalo County. Kearney has a population of 28,381. The 2,500-acre airport opened in 1942. The primary runway, Runway 18/36, is an asphalt runway measuring 7,094 feet in length and 150 feet in width. Major employers in the community include The University of Nebraska at Kearney, Good Samaritan Health Systems, Baldwin Filters, Eaton Corporation, Coleman Powermate, Cabela's, The Buckle, Morris Press Divisions, Cash Wa, and Marshall Engines. Local attractions include the Great Platte River Road Archway Monument, Kearney Area Childrens' Museum, Cabela's, Fort Kearney State Historical Park, Museum of Nebraska Art, Trails and Rails Museum, and the George West Frank House.

The airport, with 64 based aircraft, experiences approximately 33,300 operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were eight aviation-related tenants on the airport who supported 46 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$4.94 million annually. The estimated direct annual payroll of these tenants is \$1.37 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 2,460 visitors arrived via Kearney Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 33 full-time jobs for employees earning \$551,100 annually. Output from commercial airline visitors is estimated at \$1.05 million. Operational data indicated that approximately 9,325 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 19 full-time jobs with a total annual payroll of \$319,000. Output from general aviation visitors is estimated at \$503,500.

Secondary Impact

The first round impacts associated with on-airport tenants and visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The

accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Kearney Municipal Airport was approximately \$9.73 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 145 persons. A total annual payroll of approximately \$3.37 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Kearney Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft such as those belonging to Eaton, Cabela's, The Buckle, and USA Industries. The airport's Fixed Base Operators (FBOs) provide aircraft maintenance, fuel, and courtesy transportation. The airport is also the base for an aerial application service.

The airport serves the local medical community by accommodating flights with doctors and medical specialists visiting Good Samaritan Hospital. The airport is also the location for UPS express package service provided by Suburban Air Freight. Area firefighters use the facility for training, and the Kearney National Guard Armory is located on the airport.

Kearney Municipal Airport hosts a number of community events and services. The airport is an important flight training facility, used by the University of Nebraska at Kearney's aeronautics school. Sports teams often fly into the airport to play UNK's teams. The airport also provides facilities for various flying clubs and other organizations.

Summary

On an annual basis, Kearney Municipal Airport currently provides the following total benefits:

Kearney Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	46	28	74
GA Visitors	19	6	25
CA Visitors	<u>33</u>	<u>13</u>	<u>46</u>
Total	98	47	145
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$1,373,200	\$595,600	\$1,968,800
GA Visitors	\$319,000	\$182,400	\$501,400
CA Visitors	<u>\$551,100</u>	<u>\$351,700</u>	<u>\$902,800</u>
Total	\$2,243,300	\$1,129,700	\$3,373,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$4,936,500	\$2,287,600	\$7,224,100
GA Visitors	\$503,500	\$305,800	\$809,300
CA Visitors	<u>\$1,054,500</u>	<u>\$637,600</u>	<u>\$1,692,100</u>
Total	\$6,494,500	\$3,231,000	\$9,725,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

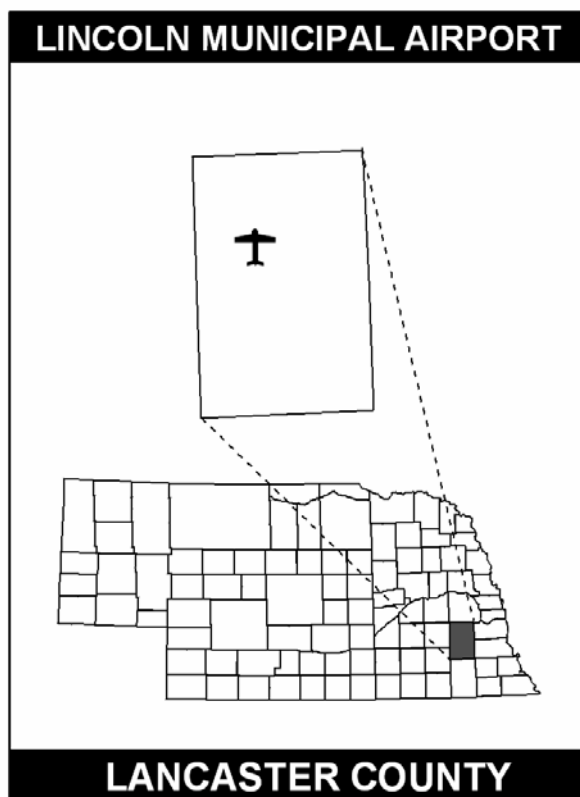
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Lincoln Municipal Airport is located 4 miles northwest of Lincoln, Nebraska, in Lancaster County. Lincoln has a population of 215,928. The 5,000-acre airport opened in 1928. The primary runway, Runway 17R/35L, is an asphalt-concrete surface measuring 12,901 feet in length and 200 feet in width. Major employers in the area include Bryan LGH Health Care System, State of Nebraska, the University of Nebraska, B&R Stores, Inc., Correctional Services, Lincoln Public Schools, National Crane Corporation, Shopko, Sun Mart, Tri-Con Industries, Ltd., and Duncan Aviation. Local attractions include the Governor's Mansion, Great Plains Art Collection, Pioneer's Park, Nebraska State Fair Park, University of Nebraska State Museum, Folsom Children's Zoo & Botanical Gardens, and the Lied Center for Performing Arts.

The airport, with 207 based aircraft, experiences approximately 105,800 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 20 aviation-related tenants on the airport who supported 2,119 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$266.2 million annually. The estimated direct annual payroll of these tenants is \$90.1 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 115,200 visitors arrived via Lincoln Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 1,544 full-time jobs for employees earning \$25.78 million annually. Output from commercial airline visitors is estimated at \$49.34 million. Operational data indicated that approximately 22,700 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 47 full-time jobs with a total annual payroll of \$776,600. Output from general aviation visitors is estimated at \$1.23 million.

Secondary Impact

The first round impacts associated with on-airport tenants and visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Lincoln Municipal Airport was approximately \$472 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 5,643 persons, with a total annual payroll (first round and secondary) of approximately \$172.9 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Lincoln Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to scheduled airline service from three airlines. The airport also serves a large amount of corporate aircraft. Silverhawk Aviation, the airport's Fixed Base Operator (FBO), offers full-service maintenance, fuel, flight training, aircraft rental, sales, and charters, and pilot and passenger lounges. Duncan Aviation and Hillaero Modification Center also offer maintenance and modification for almost any aircraft. United Express Airlines carries air cargo from the airport, and Airborne Express has a sorting and distribution facility.

Lincoln Municipal is the home of the Nebraska Air National Guard and Army Air Guard. These units use the field extensively and maintain large installations at the airport. Corporate aircraft users also use Lincoln Municipal extensively.

Lyn-Weld, Ameritus, and Wells Fargo operate major hangar operations on the field.

Summary

On an annual basis, Lincoln Municipal Airport currently provides the following total benefits:

Lincoln Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2,119	1,302	3,421
GA Visitors	47	14	60
CA Visitors	<u>1,544</u>	<u>618</u>	<u>2,162</u>
Total	3,710	1,934	5,643
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$90,063,900	\$39,431,500	\$129,495,400
GA Visitors	\$776,600	\$444,000	\$1,220,600
CA Visitors	<u>\$25,784,800</u>	<u>\$16,453,100</u>	<u>\$42,237,900</u>
Total	\$116,625,300	\$56,328,600	\$172,953,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$266,237,000	\$124,561,900	\$390,798,900
GA Visitors	\$1,225,500	\$744,200	\$1,969,700
CA Visitors	<u>\$49,349,300</u>	<u>\$29,839,100</u>	<u>\$79,188,400</u>
Total	\$316,811,800	\$155,145,200	\$471,957,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

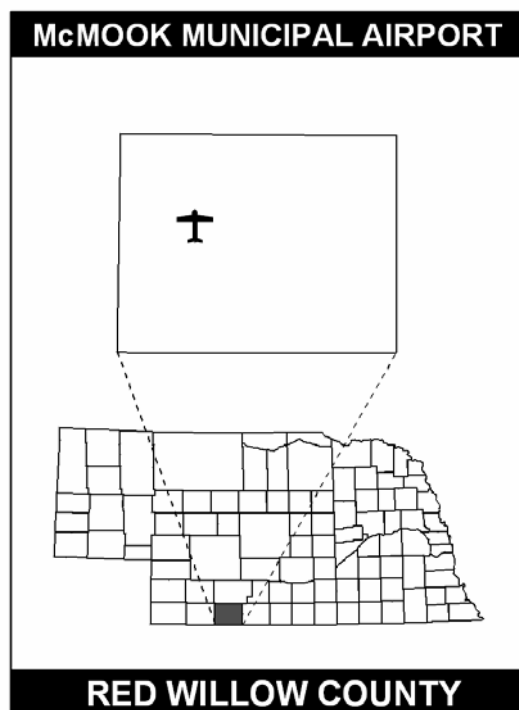
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

McCook Municipal Airport is located two miles east of McCook, Nebraska, in Red Willow County. McCook has a population of 7,769. The 667-acre airport opened in 1945. The primary runway, Runway 12/30, is a concrete surface measuring 6,449 feet in length and 100 feet in width. Major employers in the community include the Burlington Northern/Santa Fe Railroad, Community Hospital, Dayco Products, LLC, Hillcrest Nursing Home, Kugler Oil Company, Burns Podiatric Laboratory, McCook Public Schools, Valmont Irrigation, and Walmart Supercenter. Local attractions include Red Willow State Recreation Area, Museum of the High Plains, and the Senator Norris State Historic Site.

The airport, with 25 based aircraft, experiences approximately 17,800 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were six aviation-related tenants on the airport who supported 16 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$5.28 million annually. The estimated direct annual payroll of these tenants is \$535,000. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 860 visitors arrived via McCook Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 12 full-time jobs for employees earning \$200,400 annually. Output from commercial airline visitors is estimated at \$368,200. Operational data indicated that approximately 4,900 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 10 full-time jobs with a total annual payroll of \$167,000. Output from general aviation visitors is estimated at \$264,600.

Secondary Impact

The first round impacts associated with on-airport tenants, commercial airline visitors, and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 direct, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants, commercial airline visitors, and general aviation visitors

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to McCook Municipal Airport was approximately \$8.91 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 57 persons. A total annual payroll of approximately \$1.28 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, McCook Municipal Airport provides a number of services to the local community. The airport has daily scheduled commercial air service on Great Lakes Airlines to Denver. This is a significant benefit to the community, providing businesses and residents with access to the nation's air transportation system. The airport also welcomes many recreational and corporate aircraft. The airport is served by a UPS contract carrier, which has daily deliveries to the airport. The airport is used as a base by aerial application services during the growing season. The airport is also important to the community in terms of access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Community Hospital uses the airport on average 79 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from North Platte, Hastings, and Lincoln. In addition, the hospital uses aircraft 11 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, McCook Municipal Airport currently provides the following total benefits:

McCook Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	16	11	27
GA Visitors	10	3	13
CA Visitors	<u>12</u>	<u>5</u>	<u>17</u>
Total	38	19	57
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$535,000	\$245,900	\$780,900
GA Visitors	\$167,000	\$48,400	\$215,400
CA Visitors	<u>\$200,400</u>	<u>\$80,200</u>	<u>\$280,600</u>
Total	\$902,400	\$374,500	\$1,276,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$5,281,600	\$2,607,800	\$7,889,400
GA Visitors	\$264,600	\$160,700	\$425,300
CA Visitors	<u>\$368,200</u>	<u>\$222,600</u>	<u>\$590,800</u>
Total	\$5,914,400	\$2,991,100	\$8,905,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

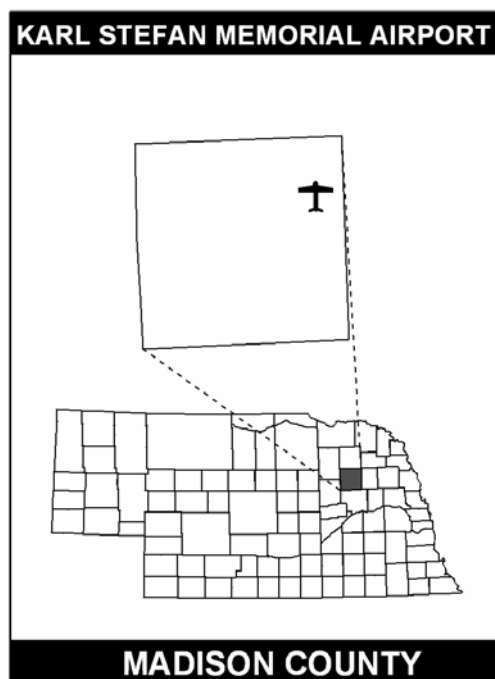
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Karl Stefan Memorial Airport is located 3 miles southwest of Norfolk, Nebraska, in Madison County. Norfolk has a population of 23,164. The city's economy is comprised of activity in agriculture, manufacturing, and retail and wholesale trade. Major employers in the area include Tyson Fresh Meats, Goodyear Tire & Rubber, Norfolk Iron & Metal Co., NUCOR Steel, Sherwood, Davis and Geck, Vishay/Dale Electronics, Affiliated Foods Cooperative, and Faith Regional Health Services. Local attractions include the Norfolk Arts Center.

The 926-acre airport opened in 1942. The primary runway, Runway 01/19, is an asphalt surface measuring 5,800 feet in length and 100 feet in width. The airport, with 51 based aircraft, experiences approximately 28,990 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were six aviation-related tenants on the airport who supported 18 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.91 million annually. The estimated direct annual payroll of these tenants is \$501,600. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 622 visitors arrived via Karl Stefan Memorial Airport in 2002. Commercial airline visitor-related output (spending) supported an additional eight full-time jobs for employees earning \$133,600 annually. Output from commercial airline visitors is estimated at \$266,300. Operational data indicated that approximately 6,000 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 12 full-time jobs with a total annual payroll of \$205,400. Output from general aviation visitors is estimated at \$323,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Karl Stefan Memorial Airport was approximately \$3.71 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 57 jobs. A total annual payroll of approximately \$1.25 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Karl Stefan Memorial Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft, such as those belonging to LifeNet and Norfolk Iron and Metal. The airport is also the base for two aerial application services. A UPS contract carrier operates several flights per week to the airport.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Faith Regional Health Services and Osmond General Hospital combined use the airport on average 42 times a year to bring doctors and specialists to their hospital to conduct clinics. These doctors fly in from Omaha, Lincoln, Sioux City, and Yankton. In addition, the hospitals use aircraft 25 times per year on average for emergency patient transfer via air ambulance.

The airport participates in several community events each year. The Experimental Aircraft

Association (EAA) hosts a fly-in annually, and the FAA offers flight safety seminars. There is also a radio controlled aircraft club at the airport.

Summary

On an annual basis, Karl Stefan Memorial Airport provides the following total benefits:

Karl Stefan Memorial Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	18	11	29
GA Visitors	12	4	16
CA Visitors	8	3	11
Total	38	18	57
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$501,600	\$210,500	\$712,100
GA Visitors	\$205,400	\$117,400	\$322,800
CA Visitors	\$133,600	\$85,200	\$218,800
Total	\$840,600	\$413,100	\$1,253,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,914,800	\$848,400	\$2,763,200
GA Visitors	\$323,400	\$196,400	\$519,800
CA Visitors	\$266,300	\$161,000	\$427,300
Total	\$2,504,500	\$1,205,800	\$3,710,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

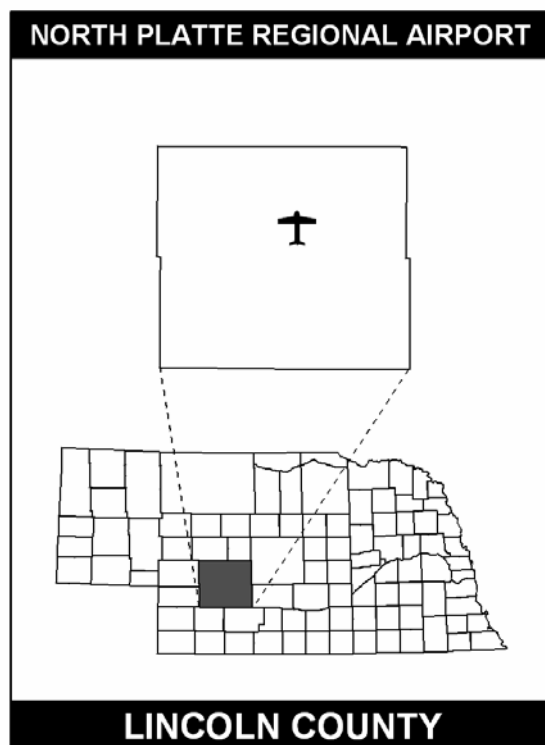
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

North Platte Regional Airport/Lee Bird Field is located three miles east of North Platte, Nebraska, in Lincoln County. North Platte has a population of 23,708. The 1,544-acre airport opened in 1920. The primary runway, Runway 12/30, is a concrete surface measuring 8,000 feet by 150 feet wide. Major employers in the community include Union Pacific Railroad, Great Plains Regional Medical Center, North Platte Public Schools, Wal-Mart, City of North Platte, Cabela's, Nebraska Public Power District, Mid-Plains Community College, and Masonite International. Local attractions include Fort Cody Trading Post, Lake Maloney State Recreation Area, Sutherland State Recreation Area, Lincoln County Historical Museum and Village, and the Buffalo Bill Ranch State Historical Park.

The airport, with 61 based aircraft, experiences approximately 32,814 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 10 aviation-related tenants on the airport who supported 80 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$8.28 million annually. The estimated direct annual payroll of these tenants is \$3.05 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 2,830 visitors arrived via North Platte Regional Airport/Lee Bird Field Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 38 full-time jobs for employees earning \$634,600 annually. Output from commercial airline visitors is estimated at \$1.2 million. Operational data indicated that approximately 9,800 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 20 full-time jobs with a total annual payroll of \$335,700. Output from general aviation visitors is estimated at \$529,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to North Platte Regional Airport/Lee Bird Field was approximately \$14.45 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 199 persons. A total annual payroll of approximately \$5.83 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, North Platte Regional Airport offers many services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft such as those belonging to Snell Services, Pathology Services, and Weathercraft of North Platte. An aerial application service uses the airport seasonally.

There are a number of air cargo and freight services that operate at North Platte Regional, including UPS, FedEx, Airborne, and the US Postal Service. The airport accommodates medical evacuation flights and has a helipad available as a secondary site for Great Plains Medical Center's helipad. Doctors use the airport approximately 165 times per year to conduct clinics in rural parts of the State. The airport is also the location for the National Weather Service's regional office.

The airport currently leases some of its acreage for crops, primarily hay. The airport also has plans for the Platte Valley Airpark, a 350-acre industrial park on airport property. Management at North Platte Regional maintains a working relationship with local government and business organizations, and accommodates many organizations in its on-site conference facility. This facility is open to the public and provides meeting or press conference space for local officials and business leaders.

The airport participates in several charity and community events, including allowing the local Civil Air Patrol chapter free rent on the field, and

accommodating annual school trips. The airport has also hosted air shows in the past.

Summary

On an annual basis, North Platte Regional Airport currently provides the following total benefits:

North Platte Regional/Lee Bird EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	80	40	120
GA Visitors	20	6	26
CA Visitors	<u>38</u>	<u>15</u>	<u>53</u>
Total	138	61	199
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$3,049,700	\$1,214,800	\$4,264,500
GA Visitors	\$335,700	\$191,900	\$527,600
CA Visitors	<u>\$634,600</u>	<u>\$404,900</u>	<u>\$1,039,500</u>
Total	\$4,020,000	\$1,811,600	\$5,831,600
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$8,284,600	\$3,365,200	\$11,649,800
GA Visitors	\$529,300	\$321,400	\$850,700
CA Visitors	<u>\$1,212,800</u>	<u>\$733,300</u>	<u>\$1,946,100</u>
Total	\$10,026,700	\$4,419,900	\$14,446,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

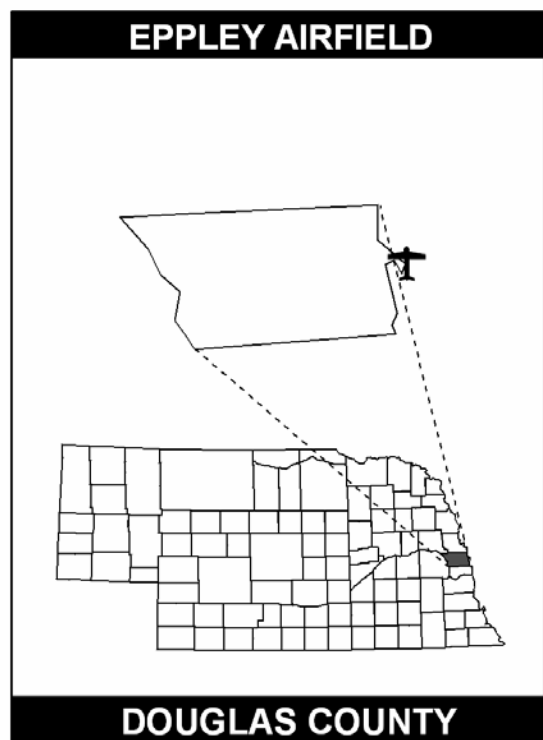
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Eppley Airfield Airport is located three miles northeast of Omaha, Nebraska, in Douglas County. Omaha has a population of 386,742. The 2,650-acre airport opened in 1925. The primary runway, Runway 14R/32L, is a concrete-asphalt surface measuring 9,502 feet by 150 feet wide. Major employers in the region include Offutt Air Force Base, Alegent Health, Omaha Public Schools, First Data, Methodist Health System, Mutual of Omaha Companies, Nebraska Health System, and West Corporation. Local attractions include the Black Americana Museum, Great Plains Black History Museum, Mormon Pioneer Monument (Cemetery), Omaha Botanical Gardens, Omaha Magic Theater, Red Barn Opry Showhouse, U.S.S. Hazard & U.S.S. Marlin Freedom Park Inc., Omaha/Henry Doorly Zoo, and The Old Market.

The airport with 129 based aircraft, experiences approximately 143,973 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government

activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 53 aviation-related tenants on the airport who supported 1,774 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$258.4 million annually. The estimated direct annual payroll of these tenants is \$57.27 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 940,500 visitors arrived via Eppley Airfield in 2002. Commercial airline visitor-related output (spending) supported an additional 12,605 full-time jobs for employees earning \$210.5 million annually. Output from commercial airline visitors is estimated at \$402.9 million. Operational data indicated that approximately 22,900 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 47 full-time jobs with a total annual payroll of \$783,200. Output from general aviation visitors is estimated at \$1.24 million.

Secondary Impact

The first round impacts associated with on-airport tenants, commercial airline visitors, and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 direct, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants, commercial

airline visitors, and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Eppley Airfield was approximately \$1.04 billion. Total full-time employment related to airport tenants and all visitors is estimated at over 20,500 persons. A total annual payroll of approximately \$430.08 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Eppley Airfield offers several services to the community. The airport supports many recreational aircraft in addition to scheduled airline service from ten airlines. The airport also serves a large amount of corporate aircraft. ConAgra, Mutual of Omaha, Kiewit, Union Pacific, and Werner each base corporate aircraft at the airport. Air cargo carriers with services and facilities on the airport include Airborne Express, BAX Global, DHL, Emery Worldwide, Evergreen Aviation Ground Logistics Enterprises, FedEx, Suburban Air Freight, and UPS.

Eppley Airfield accommodates corporate jets during Berkshire Hathaway's annual shareholder meeting, the largest shareholder's meeting in the United States. Berkshire Hathaway is the parent company of NetJets, which provides fractional ownership programs for corporate aircraft.

Eppley Airfield is commonly used by state, local and federal law enforcement agencies for prisoner transport and enforcement activities. In addition, air ambulance companies use the airport to transport patients from rural areas of Nebraska and Iowa to local hospitals for treatment. Doctors fly in and out of the airport to travel to rural parts of the State to conduct clinics and see patients. Additionally, the airport serves as a gateway for tourist and recreational activities, such as the area's museums, conventions and sporting events. The airport is also used for news and traffic reporting purposes.

Summary

On an annual basis, Omaha's Eppley Airfield currently provides the following total benefits:

Eppley Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	1,774	1,032	2,806
GA Visitors	47	14	61
CA Visitors	<u>12,605</u>	<u>5,047</u>	<u>17,652</u>
Total	14,426	6,093	20,519
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$57,272,400	\$26,751,000	\$84,023,400
GA Visitors	\$783,200	\$447,700	\$1,230,900
CA Visitors	<u>\$210,503,500</u>	<u>\$134,320,900</u>	<u>\$344,824,400</u>
Total	\$268,559,100	\$161,519,600	\$430,078,700
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$258,406,700	\$129,020,800	\$387,427,500
GA Visitors	\$1,237,700	\$751,600	\$1,989,300
CA Visitors	<u>\$402,917,300</u>	<u>\$243,624,400</u>	<u>\$646,541,700</u>
Total	\$662,561,700	\$373,396,800	\$1,035,958,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

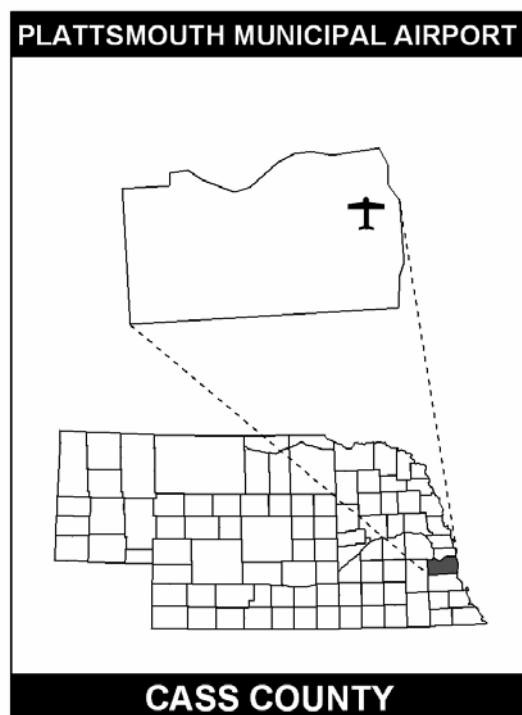
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Plattsmouth Municipal Airport is located four miles southwest of Plattsmouth, Nebraska, in Cass County. Plattsmouth has a population of 7,718. The 206-acre airport opened in 1973. The primary runway, Runway 16/34, is a concrete surface measuring 4,100 feet in length and 100 feet in width. Basic economic activities of Plattsmouth, the county seat, include farming, cattle feeding, manufacturing, health care, retail sales, and tourism. Approximately 25 percent of Plattsmouth's wage earners are military or civil service workers at Offutt Air Force Base. Local attractions include Cass County Museum.

The airport, with 32 based aircraft, experiences approximately 15,800 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and

government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Plattsmouth Municipal Airport was approximately \$732,500. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at 16 persons with a total first round payroll of approximately \$267,300 annually. Survey data indicated that approximately 5,173 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents

the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Plattsmouth Municipal Airport was approximately \$1.13 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 22 persons, with a total annual payroll (first round and secondary) of approximately \$414,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Plattsmouth Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights in addition to corporate aircraft. The airport is frequently used as a gateway for visitors to the area. Plattsmouth Municipal occasionally assists emergency services by accommodating police and firefighting exercises. The facility also occasionally sees traffic from military aircraft on exercise maneuvers. In addition, the airport is important to the local community in terms of providing access to the region's health care system, by accommodating traffic from visiting physicians or medical evacuation flights.

Summary

On an annual basis, Plattsmouth Municipal Airport currently provides the following total benefits:

Plattsmouth Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	11	3	14
Total	16	6	22
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$267,300	\$147,500	\$414,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$732,500	\$402,000	\$1,134,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

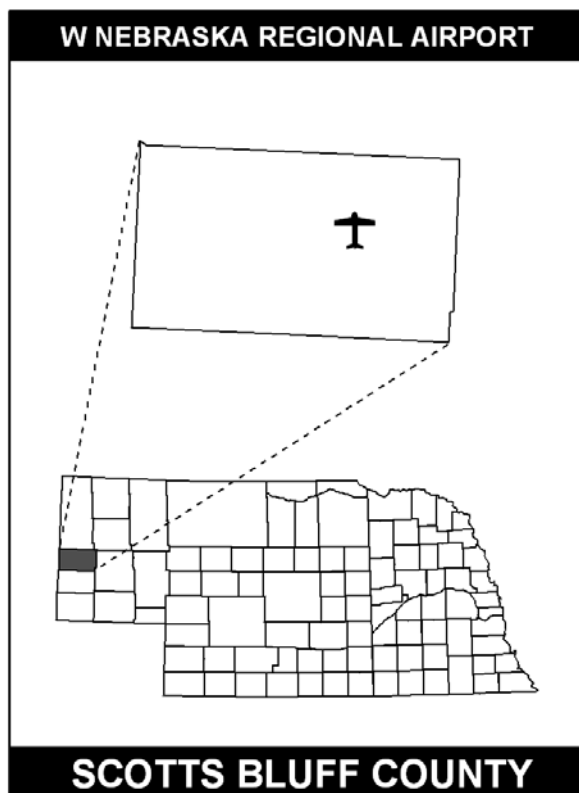
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Western Nebraska Regional/William B. Heilig Field is located three miles east of Scottsbluff, Nebraska, in Scotts Bluff County. Scottsbluff has a population of 14,715. The 1,806-acre airport opened in 1934. The primary runway, Runway 12/30, is an asphalt runway measuring 8,279 feet in length and 150 feet in width. Major employers in the community include Regional West Medical Center, Aurora Loan Services, Orcom Solutions, Magnolia Homes, Western Sugar Company, Packerland Packing Company, Kurt Manufacturing, and Scottsbluff Public Schools. Local attractions include the Riverside Park Zoo.

The airport, with 52 based aircraft, experiences approximately 30,300 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were nine aviation-related tenants on the airport who supported 41 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$4.79 million annually. The estimated direct annual payroll of these tenants is \$1.29 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that about 4,270 visitors arrived via Western Nebraska Regional Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 57 full-time jobs for employees earning \$1.1 million annually. Output from commercial airline visitors is estimated at \$1.8 million. Operational data indicated that approximately 7,080 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 15 full-time jobs with a total annual payroll of \$242,300. Output from general aviation visitors is estimated at \$382,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 1999 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Western Nebraska Regional Airport was approximately \$10.46 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 162 persons. A total annual payroll of approximately \$4.09 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Western Nebraska Regional Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft, such as those belonging to Hergent Milling and Aulick Industries. The airport is also the base for an aerial applicator service. Airborne, FedEx, and UPS each base aircraft at the airport for package and freight shipments.

Survey data indicates Regional West Medical Center in Scottsbluff uses the airport on average 143 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver and Omaha. In addition, the hospital used the airport 36 times per year on average for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The Nebraska State Highway Patrol uses an abandoned runway for pursuit training, and the State also offers motorcycle training at the airport.

The airport takes part in several community activities each year, including field trips for schools, the city's "On the Go" children's fair, which includes displays of aircraft, public works and emergency equipment, and an airport appreciation festival.

Summary

On an annual basis, Western Nebraska Regional Airport currently provides the following total benefits:

Western Nebraska Regional			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	41	22	63
GA Visitors	15	4	19
CA Visitors	<u>57</u>	<u>23</u>	<u>80</u>
Total	113	49	162
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$1,291,900	\$535,700	\$1,827,600
GA Visitors	\$242,200	\$138,500	\$380,700
CA Visitors	<u>\$1,149,715</u>	<u>\$733,585</u>	<u>\$1,883,300</u>
Total	\$2,683,815	\$1,407,785	\$4,091,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$4,793,400	\$2,122,900	\$6,916,300
GA Visitors	\$382,200	\$232,100	\$614,300
CA Visitors	<u>\$1,829,300</u>	<u>\$1,106,100</u>	<u>\$2,935,400</u>
Total	\$7,004,900	\$3,461,100	\$10,466,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

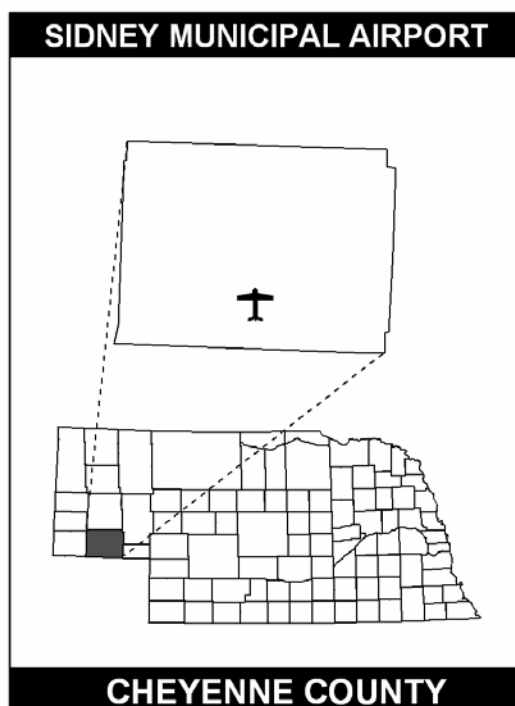
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Sidney Municipal Airport is located three miles south of Sidney, Nebraska, in Cheyenne County. Sidney has a population of 6,129. Employers in the area include Cabela's, Krone-Prestolite Wire, Memorial Health Center, Egging Company, Haas Hop Products, Progress Rail, Pennington Seed, Nienhueser Construction, Adams & Son Trucking, Glover Industries, Crossroads Co-op, Scoular Grain, Security First Technology Center, K-West, U.S. Aprons, Anderson Forest Products, Burco Rail Services, Sloan Estates Assisted Living Center, and Van Vleet's Publishing. Local attractions include Cabela's and the Fort Sidney Complex-Post Commander's Home.

The airport, with 30 based aircraft, experiences approximately 10,800 aircraft operations annually. The 732-acre airport opened in 1947. The primary runway, Runway 12/30, measures 6,600 feet in length and 100 feet in width.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 16 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.71 million annually. The estimated direct annual payroll of these tenants is \$462,000. Operational data indicated that approximately 4,356 visitors used the airport. Visitor-related spending supported an additional 18 full-time jobs for employees earning an estimated \$307,300 annually. Indirect output from general aviation visitors is estimated at \$486,100.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport

tenants and general aviation visitors to Sidney Municipal Airport was approximately \$3.34 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 51 persons with a total annual payroll (first round and secondary) of approximately \$1.18 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Sidney Municipal Airport offers several services to the community. The airport supports many recreational aircraft in addition to corporate aircraft such as those belonging to Cabela's, Southern Kansas Telephone, American National Bank, and Pamida. The airport's Fixed Base Operator (FBO) provides aircraft maintenance, sales and rental, fuel, flight instruction, and courtesy transportation. The airport has daily UPS flights to Cheyenne for express mail and air cargo handling.

The airport is home to Western Nebraska Community College's airframe and power plant mechanics school. The FBO offers aerobatic training, and also organizes aerobatic shows and events.

The airport has strong ties to Cabela's headquarters located in Sidney. Cabela's has a corporate flight department at the airport, as well as a boat assembly facility. Management reports approximately 30-50 flights per week come to shop at the company's retail store.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Memorial Health Center uses the airport on average 53 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Fort Collins, Denver and

Scottsbluff. In addition, the hospital uses aircraft four times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Sidney Municipal Airport currently provides the following total benefits:

Sidney Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	16	11	27
GA Visitors	<u>18</u>	<u>6</u>	<u>24</u>
Total	34	17	51
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$462,800	\$233,800	\$696,600
GA Visitors	<u>\$307,300</u>	<u>\$175,700</u>	<u>\$483,000</u>
Total	\$770,100	\$409,500	\$1,179,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,710,200	\$850,200	\$2,560,400
GA Visitors	<u>\$486,100</u>	<u>\$295,200</u>	<u>\$781,300</u>
Total	\$2,196,300	\$1,145,400	\$3,341,700

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

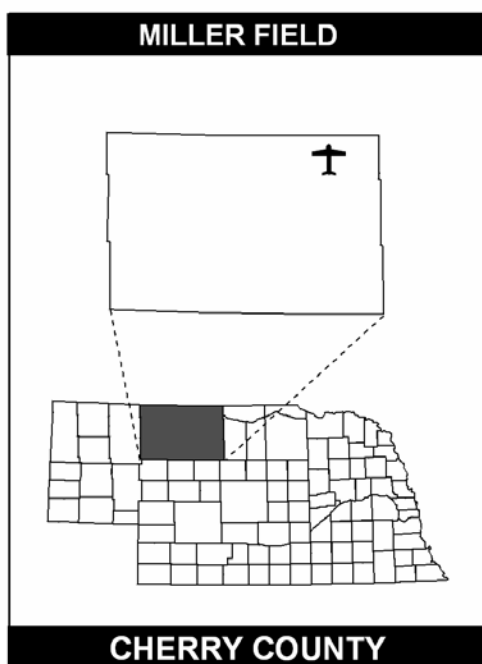
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Miller Field is located one mile south of Valentine, Nebraska, in Cherry County. Valentine has a population of 2,862. The 279-acre airport opened in 1937. The primary runway, Runway 14/32, is an asphalt surface measuring 4,406 feet in length and 100 feet in width. Local attractions include the Cherry County Historical Museum, Rocky Ford Camp & Canoe Base, Snake River Falls, Valentine National Wildlife Refuge, Merritt State Recreation Area, Fort Niobrara National Wildlife Refuge, and the Sandhills Museum.

The airport, with 14 based aircraft, experiences approximately 2,434 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system

of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$493,500 annually. The estimated direct annual payroll of these tenants is \$98,100. Operational data indicated that approximately 559 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning over \$18,000 annually. Indirect output from general aviation visitors is estimated at \$30,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Miller Field was approximately \$767,000. Total full-time

employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 9.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$176,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Miller Field provides a number of services to the local community. The airport welcomes many recreational flights, as well as corporate aircraft such as those belonging to Alco Stores, Mean Jeans Inc., and State Farm Insurance. The airport sometimes serves as a gateway for visitors to the local area's attractions, particularly hunters at the county's various wildlife areas. Express package and freight service is provided daily by a UPS contract carrier. Law enforcement agencies and search and rescue authorities frequently use the field to perform such operations. The airport provides a very important benefit to the town in terms of access to the State's health care system. The remoteness of the town makes quick medical transportation essential, and the airport accommodates a large number of doctor and medical evacuation flights each year.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Cherry County Hospital uses the airport on average 163 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Scottsbluff, North Platte, and Omaha. In addition, the hospital uses aircraft 52 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Miller Field currently provides the following total benefits:

Miller Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	6	3.5	9.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$98,100	\$49,900	\$148,000
GA Visitors	<u>\$18,400</u>	<u>\$10,500</u>	<u>\$28,900</u>
Total	\$116,500	\$60,400	\$176,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$493,500	\$225,000	\$718,500
GA Visitors	<u>\$30,200</u>	<u>\$18,300</u>	<u>\$48,500</u>
Total	\$523,700	\$243,300	\$767,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

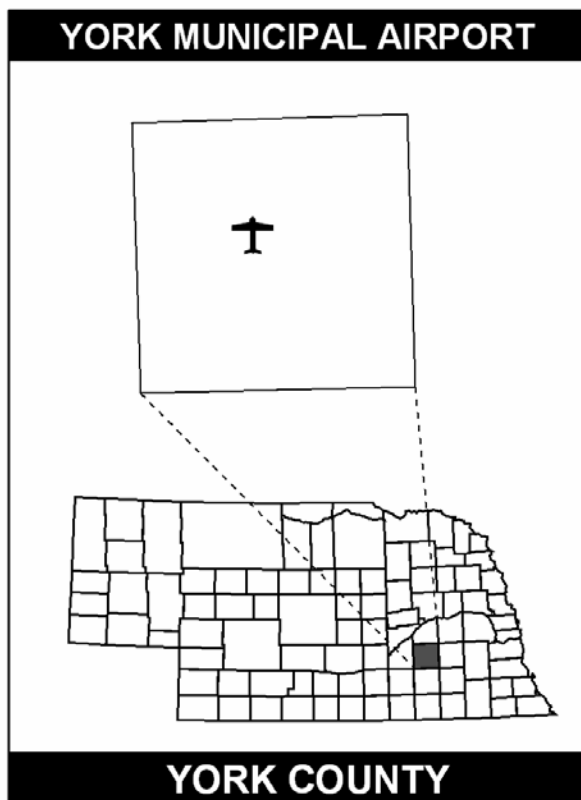
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

York Municipal Airport is located one mile northwest of York, Nebraska, in York County. York has a population of 7,963. The 467-acre airport opened in 1986. The primary runway, Runway 17/35, is a concrete surface measuring 5,900 feet in length and 100 feet in width. Major employers in the community include Champion Homes, Hamilton-Sundstrand, York Public Schools, The Hearthstone, State of Nebraska, York General Hospital, Cornerstone Bank, Petro Travel Plaza, Nebraska Public Power District and York County. Local attractions include the Anna Bemis Palmer Museum.

The airport, with 26 based aircraft, experiences approximately 10,050 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported six employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$705,600 annually. The estimated direct annual payroll of these tenants is \$149,600. Operational data indicated that approximately 1,900 visitors used the airport. Visitor-related spending supported an additional four full-time jobs for employees earning over \$65,100 annually. Indirect output from general aviation visitors is estimated at \$102,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to York Municipal Airport was approximately \$1.18 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 15 persons, with a total annual payroll (first round and secondary) of approximately \$316,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, York Municipal Airport offers several services to the community. The airport supports many recreational aircraft in addition to corporate aircraft such as those belonging to Hamilton-Sunstrand, High Plains Ethanol, Pioneer Seed Corn, and King of the Road. The airport's Fixed Base Operator provides aircraft maintenance and rental, fuel, pilot training, and courtesy transportation. The FBO also provides aerial application services. York's police department also maintains a post at the airport, both for airport security and local patrols.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Henderson Health Care Services, Inc. uses the airport occasionally to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Hastings. In addition, the hospital uses aircraft several times a year for emergency patient transfer via air ambulance.

The airport participates in several community activities, such as charity poker runs and chili feeds, pancake breakfasts, and swap meets. The airport also sees a considerable amount of

traffic destined for the Chances "R" restaurant, viewed as one of the best in the State.

Summary

On an annual basis, York Municipal Airport currently provides the following total benefits:

York Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	6	4	10
GA Visitors	4	1	5
Total	10	5	15
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$149,600	\$64,200	\$213,800
GA Visitors	\$65,100	\$37,200	\$102,300
Total	\$214,700	\$101,400	\$316,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$705,600	\$308,600	\$1,014,200
GA Visitors	\$102,900	\$62,500	\$165,400
Total	\$808,500	\$371,100	\$1,179,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

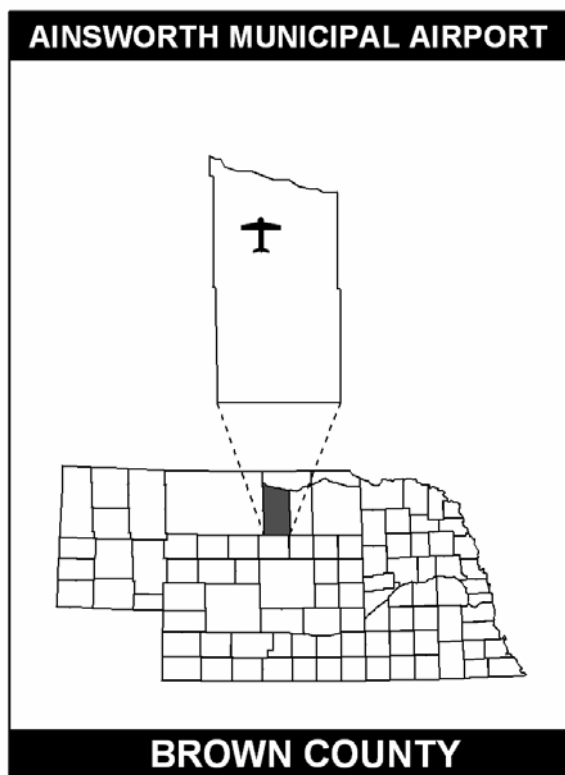
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Ainsworth Municipal Airport is located six miles northwest of Ainsworth, Nebraska, in Brown County. Ainsworth has a population of 1,845. The 2,493-acre airport opened in 1946. The primary runway, Runway 17/35, is an asphalt runway measuring 6,824 feet in length and 110 feet in width. Major employers in the community include Farmers/Ranchers Co-op Association, Daniels Manufacturing, and Buckley Steel. Local attractions include the Brown County Historical Society Museum (Coleman House).

The airport, with seven based aircraft, experiences approximately 3,550 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, airport management supported two employees on the airport. There are no business tenants on the airport. Airport management's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$186,000 annually. The estimated direct annual payroll of this tenant is \$36,000. Operational data indicated that approximately 1,360 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$46,800 annually. Indirect output from general aviation visitors is estimated at \$73,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Ainsworth Municipal Airport was approximately \$360,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six persons, with a total annual payroll (first round and secondary) of approximately \$120,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Ainsworth Municipal Airport offers several services to the community. The airport supports many recreational aircraft, as well as a small amount of corporate activity. Corporate users include Pfizer, BP Atlantic, and Aflac. Airport management operates some aircraft storage hangars. Additionally, airport management reports that agricultural spraying, aerial inspections, and air cargo are frequent activities at the facility. One of the most important functions of the airport is that it provides the community with access to the nation's air transportation system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Brown County Hospital uses the airport on average 58 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Grand Island, and Scottsbluff. In addition, the hospital uses aircraft seven times per year for emergency patient transfer via air ambulance.

The airport also provides access to a number of recreational opportunities, such as wildlife areas near the Niobrara River.

Summary

On an annual basis, Ainsworth Municipal Airport currently provides the following total benefits:

Ainsworth Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$36,000	\$10,900	\$46,900
GA Visitors	<u>\$46,800</u>	<u>\$26,800</u>	<u>\$73,600</u>
Total	\$82,800	\$37,700	\$120,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$186,000	\$56,200	\$242,200
GA Visitors	<u>\$73,500</u>	<u>\$44,600</u>	<u>\$118,100</u>
Total	\$259,500	\$100,800	\$360,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

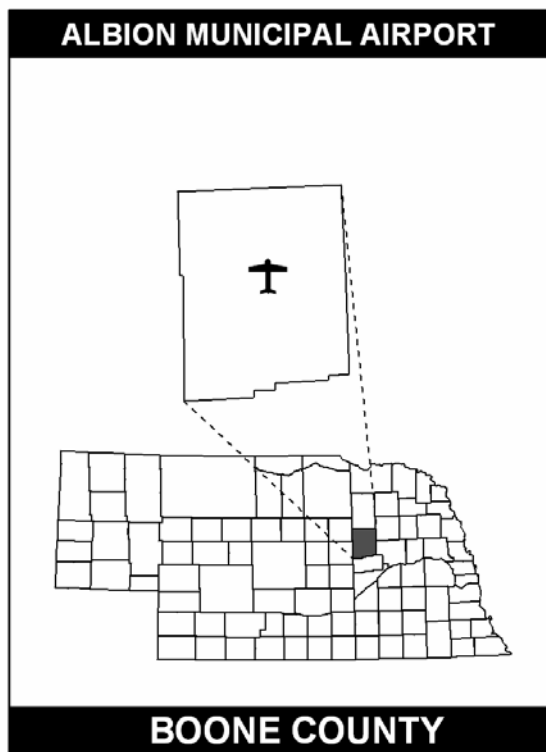
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Albion Municipal Airport is located 3 miles northwest of Albion, Nebraska, in Boone County. Albion has a population of 1,734. Basic economic activities of Albion include farming, cattle feeding, agribusiness, hog confinements, small manufacturing, medical, and wholesale and retail sales. Major employers in the area include Sentinel Building Systems, Boone County Health Center, and Niewohner Bros., Inc. The 113-acre airport opened in 1965. The primary runway, Runway 15/33, is a concrete runway measuring 3,700 feet in length and 60 feet in width.

The airport, with 16 based aircraft, experiences approximately 5,100 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account

for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Albion Municipal Airport was approximately \$29,500. Total first round full-time employment related general aviation visitors is estimated at one person with a total first round payroll of approximately \$18,400 annually. Survey data indicated that approximately 545 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Albion Municipal Airport was approximately \$47,300. Total full-time employment related to general aviation visitors, including all secondary impacts, is estimated at approximately one person, with a total annual payroll (first round and secondary) of approximately \$28,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Albion Municipal Airport provides several services to the community. The airport serves as a base for recreational aviation users, and for visitors to the area's attractions. The airport also serves the local community by providing access for police and firefighting activities. The airport accommodates medical flights, either in the form of medical evacuation or as a gateway for physicians attending to patients in the community.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Boone County Health Center uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Grand Island, and Omaha. In addition, the hospital uses aircraft six times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Albion Municipal Airport currently provides the following total benefits:

Albion Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$18,400</u>	<u>\$10,500</u>	<u>\$28,900</u>
Total	\$18,400	\$10,500	\$28,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$29,400</u>	<u>\$17,900</u>	<u>\$47,300</u>
Total	\$29,400	\$17,900	\$47,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

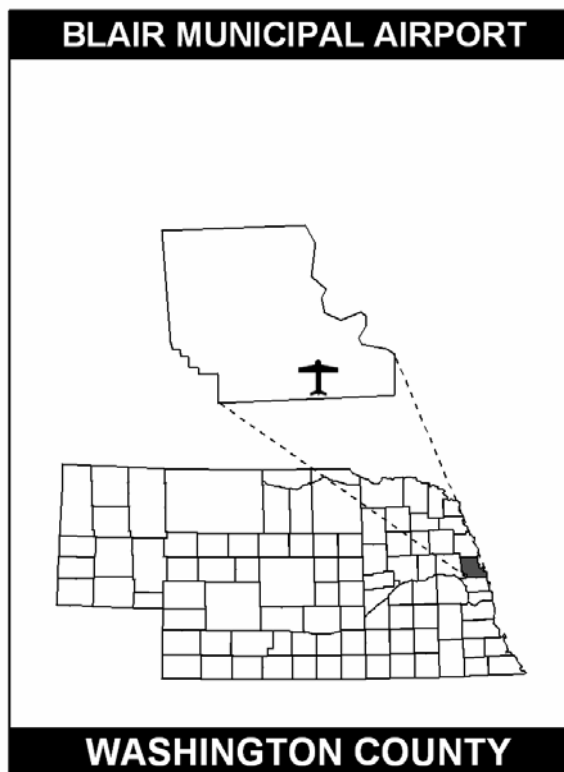
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Blair Municipal Airport is located 7 miles south of Blair, Nebraska, in Washington County. Blair has a population of 7,858. Major employers in the area include Omaha Public Power District, Blair Community Schools, Dakota-HunTel, Cargill, Inc., Concrete Equipment Company, Memorial Community Hospital, Mid-America Computer Corporation, and Dana College. The 71-acre airport opened in 1962. The primary runway is an asphalt runway, Runway 13/31, measuring 3,450 feet in length and 50 feet in width.

The airport, with 41 based aircraft, experiences approximately 14,100 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant on the airport was the facility's management, which supported no employees. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from the on-airport aviation-related tenant is estimated at \$144,100 annually. Operational data indicated that approximately 490 visitors used the airport. Visitor-related spending supported an additional one full-time job for an employee earning over \$16,000 annually. Indirect output from general aviation visitors is estimated at \$26,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Blair Municipal Airport was approximately \$230,200. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 1.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$26,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Blair Municipal Airport provides a number of services to the local community. The airport serves as a gateway for both recreational and corporate aviation users. The facility is also used by student pilots for training exercises, since the airport is outside of Omaha's controlled airspace. Management reports a significant amount of air freight passing through the airport as well. The airport occasionally accommodates medical flights by physicians or patients. Occasionally, the airport is used as a base for aerial photography, inspection, and tours. The airport has an active Civil Air Patrol chapter that assists in search and rescue. Police and military personnel occasionally perform operations or exercises at the airport.

Summary

On an annual basis, Blair Municipal Airport currently provides the following total benefits:

Blair Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$16,700</u>	<u>\$9,500</u>	<u>\$26,200</u>
Total	\$16,700	\$9,500	\$26,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$144,100	\$43,500	\$187,600
GA Visitors	<u>\$26,500</u>	<u>\$16,100</u>	<u>\$42,600</u>
Total	\$170,600	\$59,600	\$230,200

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

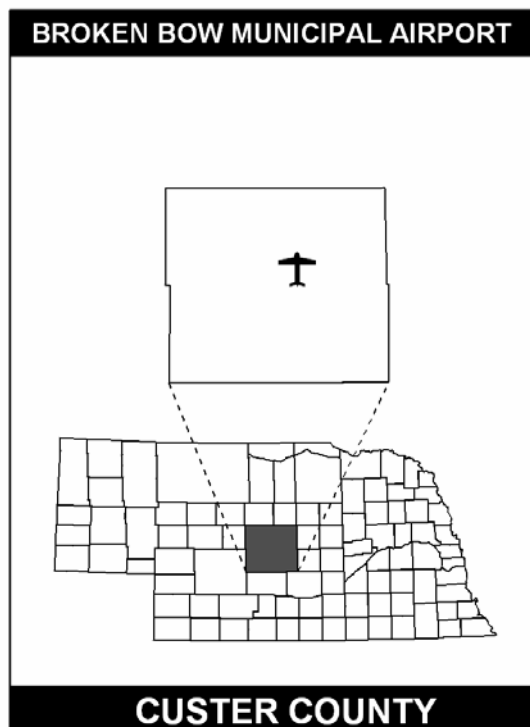
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Broken Bow Municipal Airport is located two miles north of Broken Bow, Nebraska, in Custer County. Broken Bow has a population of 3,492. The 181-acre airport opened in 1937. The primary runway, Runway 14/32, is a concrete runway measuring 4,203 feet in length and 75 feet in width. Major employers in the area include Becton Dickinson Medical Supplies, Sargent Pipe Co., Adams Land & Cattle Company, and Melham Memorial Hospital. Local attractions include the Custer County Historical Museum.

The airport, with 11 based aircraft, experiences approximately 7,162 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were five aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.47 million annually. The estimated direct annual payroll of these tenants is \$178,200. Operational data indicated that approximately 490 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$20,000 annually. Indirect output from general aviation visitors is estimated at \$32,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Broken Bow Municipal Airport was approximately \$2.29 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 14 persons, with a total annual payroll (first round and secondary) of approximately \$301,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Broken Bow Municipal Airport provides several services to the local community. The airport is primarily a base for recreational uses and for agricultural application. The airport is located in the Sand Hills region, an area noted for livestock production and outdoors activities such as hunting and fishing. A Fixed Base Operator (FBO) provides aircraft maintenance and services to the community's pilots. A UPS contract carrier provides the community with access to express shipping services. The airport is sometimes used as a base for rangeland firefighting efforts, and provides the community with important access to the State's medical system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Melham Medical Center uses the airport six times a year to bring doctors and specialists to the hospital to conduct clinics.

Summary

On an annual basis, Broken Bow Municipal Airport currently provides the following total benefits:

Broken Bow Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	7	5	12
GA Visitors	<u>1</u>	<u>1</u>	<u>2</u>
Total	8	6	14
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$178,200	\$91,400	\$269,600
GA Visitors	<u>\$20,000</u>	<u>\$11,400</u>	<u>\$31,400</u>
Total	\$198,200	\$102,800	\$301,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,478,000	\$757,900	\$2,235,900
GA Visitors	<u>\$32,300</u>	<u>\$19,600</u>	<u>\$51,900</u>
Total	\$1,510,300	\$777,500	\$2,287,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement related construction spending at airports in Nebraska typically produce the following impacts:

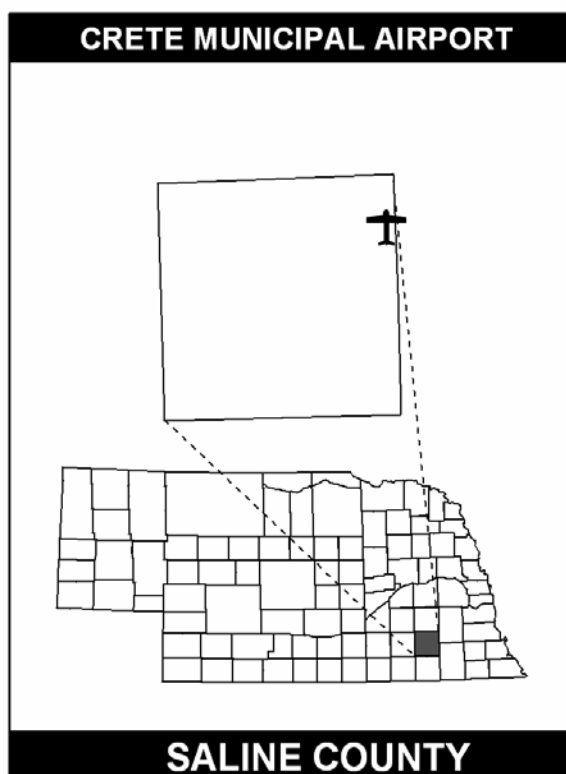
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Crete Municipal Airport is located two miles east of Crete, Nebraska, in Saline County. Crete has a population of 5,436. The 202-acre airport opened in 1949. The primary runway, Runway 17/35, is a concrete runway measuring 4,202 feet in length and 75 feet in width. Several major manufacturers, such as Farmland Foods Inc., and Douglas Manufacturing, make significant contributions to the community's economy. Farmland Foods is the community's largest industrial employer as well as one of the nation's leading processors of high quality pork and beef, distributing to retail, deli, and food service outlets internationally. Other large employers in the area include Friskies Pet Care Company, and Lauhoff Grain Company.

The airport, with 54 based aircraft, experiences approximately 18,050 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first-round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$461,900 annually. The estimated direct annual payroll of these tenants is \$65,800. Operational data indicated that approximately 1,198 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$41,000 annually. Indirect output from general aviation visitors is estimated at \$64,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Crete Municipal Airport was approximately \$783,200. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 11 persons, with a total annual payroll (first round and secondary) of approximately \$165,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Crete Municipal Airport offers several services to the local community. The airport serves many recreational flights by both local pilots and visitors to the area. A moderate amount of corporate traffic uses the facility, either transporting employees or parts and supplies. The airport has a school specializing in skydiving. In addition, the airport serves as a training facility for military exercises and for civil flight instruction. The facility is frequently used for medical flights, such as transportation for visiting doctors to Crete Municipal Hospital or for evacuation of patients to larger hospitals.

The airport holds a number of aviation-related public events, such as fly-ins, poker runs, and chili feeds.

Summary

On an annual basis, Crete Municipal Airport currently provides the following total benefits:

Crete Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>3</u>	<u>1</u>	<u>3</u>
Total	7	4	11
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$65,800	\$33,700	\$99,500
GA Visitors	<u>\$41,800</u>	<u>\$23,900</u>	<u>\$65,700</u>
Total	\$107,600	\$57,600	\$165,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$461,900	\$217,300	\$679,200
GA Visitors	<u>\$64,700</u>	<u>\$39,300</u>	<u>\$104,000</u>
Total	\$526,600	\$256,600	\$783,200

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

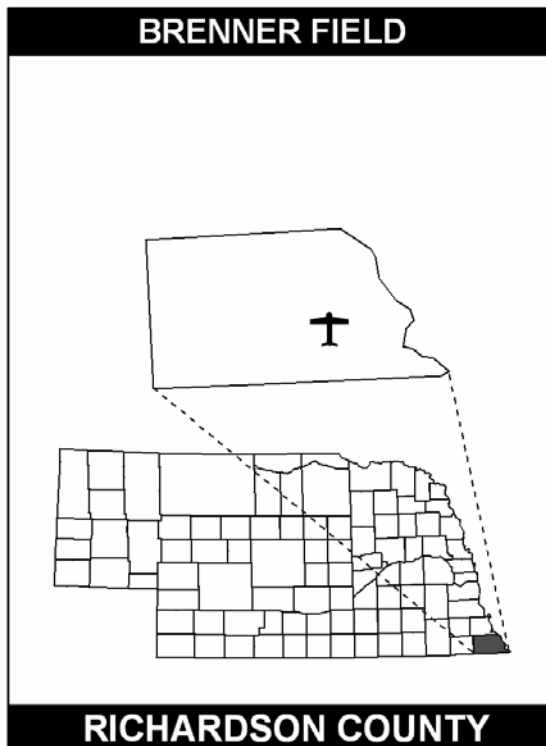
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Brenner Field is located one mile northeast of Falls City, Nebraska, in Richardson County. Falls City has a population of 4,424. The 152-acre airport opened in 1947. The primary runway, Runway 14/32, is constructed of concrete measuring 3,999 feet in length and 60 feet in width. Major manufacturing firms in the area include Woodings-Verona Tools Works, Mickleberry Inc., Watkins Aircraft Support Products, Inc., and ALANCO Environmental Manufacturing Company.

The airport, with 31 based aircraft, experiences approximately 6,504 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Brenner Field was approximately \$267,500. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at five persons with a total first round payroll of approximately \$58,200 annually. Survey data indicated that approximately 1,470 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Brenner Field was approximately \$398,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately eight persons, with a total annual payroll (first round and secondary) of approximately \$91,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Brenner Field offers a number of services to the local community. The airport welcomes many recreational flights in addition to corporate aircraft such as that belonging to DW Enterprises. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and service and pilot services. The field is used by an aerial application service during the growing season. There is a significant amount of flight training activity that occurs at Brenner Field. The airport occasionally accommodates emergency services and law enforcement personnel performing exercises or operations. Airport management reports frequent use of the facility by physicians and medical specialists visiting the Community Medical Center in Falls City.

Summary

On an annual basis, Brenner Field currently provides the following total benefits:

Brenner Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	2	4
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	3	8
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$58,200	\$32,800	\$91,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$267,500	\$130,800	\$398,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

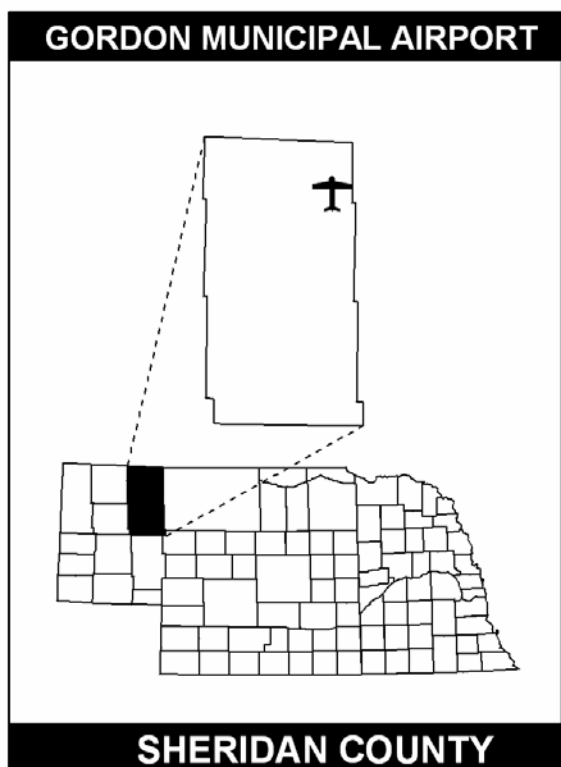
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Gordon Municipal Airport is located 1 mile east of Gordon, Nebraska, in Sheridan County. Gordon has a population of 1,736. Basic economic activities of Gordon include farming, ranching, cattle feeding, and retail and wholesale sales. The largest employers in the area are Farmers Co-Op, Gordon Livestock Market, Inc., Gordon Memorial Hospital and Modern Farm Equipment, Inc. The 289-acre airport opened in 1937 and the primary runway, Runway 04/22, is an asphalt surface measuring 5,196 feet in length and 75 feet in width. Local attractions include the Tri-State Old Time Cowboys Memorial Museum and the Mari Sandoz Museum.

The airport, with 11 based aircraft, experiences approximately 4,400 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account

for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported four employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$302,000 annually. The estimated direct annual payroll of these tenants is \$89,800. Operational data indicated that approximately 1,089 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$36,700 annually. Indirect output from general aviation visitors is estimated at \$58,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Gordon Municipal Airport was approximately \$540,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately nine persons, with a total annual payroll (first round and secondary) of approximately \$191,300 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Gordon Municipal Airport offers several services to the local community. The airport welcomes many recreational flights as well as a number of corporate aircraft, such as those belonging to Modern Farm and Shadbolt Land & Cattle. The airport's Fixed Base Operator offers a number of aircraft and pilot services. There is also a part-time flight instructor at the facility. A charter service at the airport enables the public to travel to distant cities more easily. Additionally, the airport is important to the community as an access point to the State's health care system, enabling physicians to visit Gordon Memorial Hospital, as well as providing for emergency medical evacuation.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Gordon Memorial Hospital District uses the airport on average 41 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Rapid City and Scottsbluff. In addition, the hospital use aircraft 65 times per year for emergency patient transfer via air ambulance.

The airport also participates in a number of aviation-related community events, such as air shows and remote-controlled airplane exhibitions.

Summary

On an annual basis, Gordon Municipal Airport currently provides the following total benefits:

Gordon Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	4	2	6
GA Visitors	<u>2</u>	<u>1</u>	<u>3</u>
Total	6	3	9
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$89,800	\$43,800	\$133,600
GA Visitors	<u>\$36,700</u>	<u>\$21,000</u>	<u>\$57,700</u>
Total	\$126,500	\$64,800	\$191,300
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$302,000	\$143,600	\$445,600
GA Visitors	<u>\$58,800</u>	<u>\$35,700</u>	<u>\$94,500</u>
Total	\$360,800	\$179,300	\$540,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

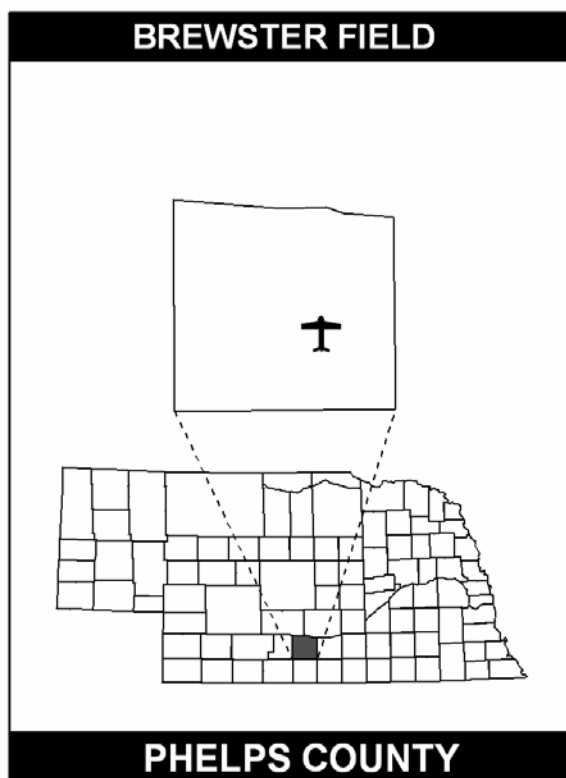
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Brewster Field is located two miles northeast of Holdrege, Nebraska, in Phelps County. Holdrege has a population of 5,836. The 398-acre airport opened in 1938. The primary runway, Runway 18/36, is an asphalt-concrete runway measuring 4,701 feet in length and 75 feet in width. Major employers in the community include Becton-Dickinson, Holdrege Schools, Phelps Memorial Health Center, Holdrege Memorial Home, The Connection, AgriCo-op, and Allmand Bros, Inc. Local attractions include the Phelps County Historical Society Museum and numerous wildlife areas.

The airport, with 18 based aircraft, experiences approximately 10,100 operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were six aviation-related tenants on the airport, including airport management, who supported 15 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$3.3 million annually. The estimated direct annual payroll of these tenants is \$358,200. Operational data indicated that approximately 1,470 visitors used the airport. Visitor-related spending supported an additional just over \$50,000 annually. Indirect output from general aviation visitors is estimated at \$79,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Brewster Field was approximately \$5.13 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 30 persons with a total annual

payroll (first round and secondary) of approximately \$615,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Brewster Field offers several services to the community. The airport welcomes many recreational aircraft, as well as corporate aircraft such as those belonging to Allmand Brothers, Kayton Electric, and Protocol. The airport is also the base for three aerial agricultural application services. Brewster Field accommodates the aircraft operated by leading employers, such as Becton-Dickinson, Brown's Construction, and several consultants.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Phelps Memorial Health Center uses the airport on average 100 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Kearney. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Law enforcement agencies use the airport for training exercises and stopovers. The Nebraska Game and Parks Commission occasionally use the field as a base for wildlife inventory activities. Additionally, oil pipeline inspection activity occurs from the airport. Brewster Field takes part in a variety of community and charity activities. The airport terminal has a meeting room that is available to the community. The Make-a-Wish Foundation occasionally holds events at the airport.

Summary

On an annual basis, Brewster Field currently provides the following total benefits:

Brewster Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	15	11	26
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	18	12	30
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$358,200	\$178,600	\$536,800
GA Visitors	<u>\$50,100</u>	<u>\$28,600</u>	<u>\$78,700</u>
Total	\$408,300	\$207,200	\$615,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$3,313,900	\$1,685,400	\$4,999,300
GA Visitors	<u>\$79,400</u>	<u>\$48,200</u>	<u>\$127,600</u>
Total	\$3,393,300	\$1,733,600	\$5,126,900

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

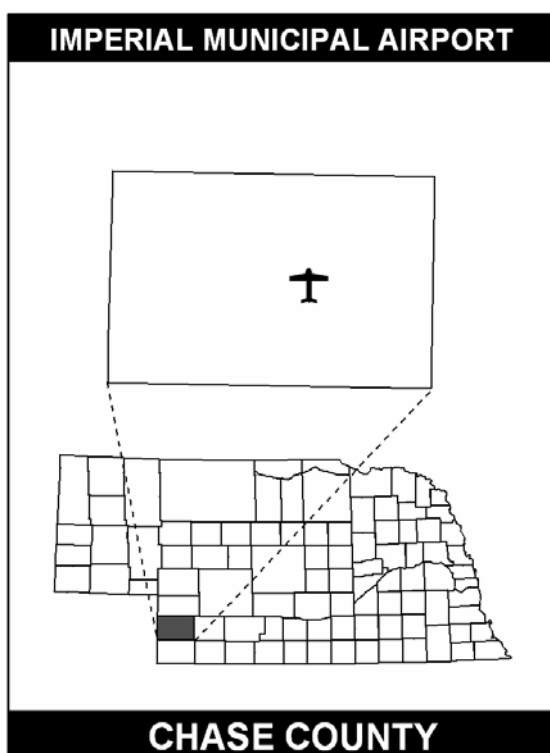
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Imperial Municipal Airport is located one mile southeast of Imperial, Nebraska, in Chase County. Imperial has a population of 1935. The 213-acre airport opened in 1944. The primary runway, Runway 13/31, is constructed of concrete measuring 5,022 feet in length and 100 feet in width. Major employers in the community include Artistic Woodworking and Midwest Farm Equipment.

The airport, with 19 based aircraft, experiences approximately 9,700 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional

employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.38 million annually. The estimated direct annual payroll of these tenants is \$115,000. Operational data indicated that approximately 653 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning \$21,700 annually. Indirect output from general aviation visitors is estimated at \$35,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Imperial Municipal Airport was approximately \$2.14 million. Total employment related to airport tenants and general aviation visitors,

including all secondary impacts, is estimated at approximately 10 persons, with a total annual payroll (first round and secondary) of approximately \$208,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Imperial Municipal Airport provides several services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft, such as those belonging to Great Plains Communications and the airport's two aerial applicators. Agricultural spraying contributes much of the airport's activity during the growing season. The airport is very important to the community by providing access to the region's health care system. Doctor and medical evacuation flights are frequently accommodated by the airport.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Chase County Community Hospital and Dundy County Hospital, in Benkelman, both use the airport about 300 times a year combined to bring doctors and specialists to their respective hospitals to conduct clinics. These doctors fly in from Denver, Kearney, Greeley, Hastings, and North Platte. In addition, the hospitals use aircraft 14 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The Nebraska Forest Service uses Imperial Municipal Airport to store fire retardant in the event of a wildfire in the airport's environs. Steggs Flying Service, based on the airport, is

the designated fire retardant applicator in such an event.

Summary

On an annual basis, Imperial Municipal Airport currently provides the following total benefits:

Imperial Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>1</u>	<u>0</u>	<u>2</u>
Total	6	4	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$115,000	\$59,000	\$174,000
GA Visitors	<u>\$21,700</u>	<u>\$12,400</u>	<u>\$34,100</u>
Total	\$136,700	\$71,400	\$208,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,379,600	\$702,800	\$2,082,400
GA Visitors	<u>\$35,300</u>	<u>\$21,400</u>	<u>\$56,700</u>
Total	\$1,414,900	\$724,200	\$2,139,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

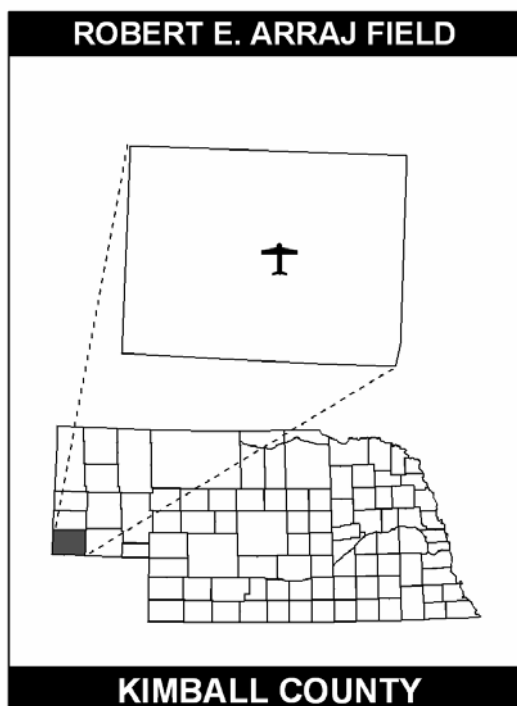
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Kimball Municipal/Robert E. Arraj Field is located three miles south of Kimball, Nebraska, in Kimball County. Kimball has a population of 2,598. The 342-acre airport opened in 1946. The primary runway, Runway 10/28, is a concrete surface measuring 6,199 feet in length and 75 feet in width. Manufacturers in the area include Castronics, Clean Harbors Environmental, George Risk Industries, Curley's Machine Works, and Performax.

The airport, with 17 based aircraft, experiences approximately 6,540 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional

employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported twelve employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.38 million annually. The estimated direct annual payroll of these tenants is \$298,900. Operational data indicated that approximately 871 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$30,100 annually. Indirect output from general aviation visitors is estimated at \$47,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Kimball Municipal Airport was approximately \$2.15 million. Total full-time employment related to airport tenants and general aviation

visitors, including all secondary impacts, is estimated at approximately 22 persons, with a total annual payroll (first round and secondary) of approximately \$498,300 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Kimball Municipal Airport/Robert E. Arraj Field provides a number of services to the local community. The airport welcomes many recreational flights, as well as corporate aircraft such as that belonging to George Risk Industries. The airport is often a gateway for recreational visitors to the area. Aerial livestock inspection and surveillance are occasional activities at the airport as well. The airport accommodates a significant amount of training activity. The facility is also important to the local community in terms of providing access to the region's health care system, by either transporting physicians to the area or through medical evacuation services.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Kimball County Hospital uses the airport about twice a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Cheyenne, Scottsbluff, or Sidney. In addition, the hospital uses aircraft 18 times per year for emergency patient transfer via air ambulance.

The airport is home to Missionaire Inc., a non-profit organization specializing in transportation and coordination of church missionaries to places around the world. The airport is home to an AirFair every other year, and open houses are held twice annually.

Summary

On an annual basis, Kimball Municipal Airport currently provides the following total benefits:

Kimball Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	12	8	20
GA Visitors	<u>2</u>	<u>1</u>	<u>2</u>
Total	13	9	22
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$298,900	\$152,100	\$451,000
GA Visitors	<u>\$30,100</u>	<u>\$17,200</u>	<u>\$47,300</u>
Total	\$329,000	\$169,300	\$498,300
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,375,700	\$697,900	\$2,073,600
GA Visitors	<u>\$47,000</u>	<u>\$28,500</u>	<u>\$75,500</u>
Total	\$1,422,700	\$726,400	\$2,149,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

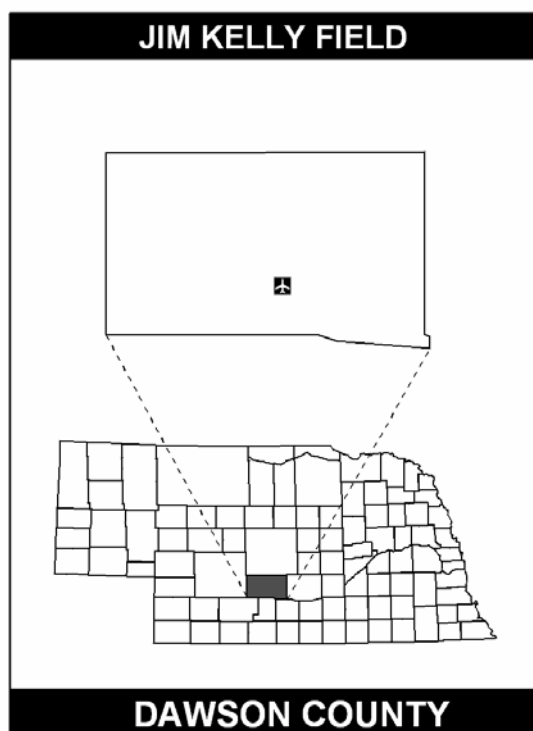
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Jim Kelly Field is located two miles northwest of Lexington, Nebraska, in Dawson County. Lexington has a population of 9,006. The 275-acre airport opened in 1947. The primary runway, Runway 14/32, is a concrete surface measuring 5,489 feet in length and 100 feet in width. Major employers in the community include Iowa Beef Packers/Tyson Foods, Orthman Manufacturing, Nebraska By-Products, Veetronix, and Eilers Machine and Welding. Local attractions include the Heartland Museum of Military Vehicles and the Dawson County Historical Society Museum.

The airport with 29 based aircraft, experiences approximately 10,340 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.53 million annually. The estimated direct annual payroll of these tenants is \$179,500. Operational data indicated that approximately 1,100 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning an estimated \$36,700 annually. Indirect output from general aviation visitors is estimated at \$58,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Jim Kelly Field was approximately \$2.38 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 15 persons, with a total annual payroll (first round and secondary) of approximately \$324,700 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Jim Kelly Field offers a number of services to the local community. The airport welcomes many recreational flights, as well as corporate aircraft, such as those belonging to IBP/Tyson, Will Lantis Enterprises, and BPI. The airport's Fixed Base Operator (FBO) offers full-service aircraft maintenance and repair. The airport is also home to an aerial agricultural applicator that serves the community's farmers during the growing season.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Tri-County Area Hospital District uses the airport on average eight times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Omaha, and Kearney. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

The airport is active in community events throughout the year. It hosts an annual fly-in for the Experimental Aircraft Association and a safety meeting coordinated by the Aircraft Owners and Pilots Association. The airport offers tours for school children once a year, and

provides space for local law enforcement exercises.

Summary

On an annual basis, Jim Kelly Field currently provides the following total benefits:

Jim Kelly Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	7	5	12
GA Visitors	2	1	3
Total	9	6	15
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$179,500	\$87,500	\$267,000
GA Visitors	\$36,700	\$21,000	\$57,700
Total	\$216,200	\$108,500	\$324,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,529,700	\$756,400	\$2,286,100
GA Visitors	\$58,800	\$35,700	\$94,500
Total	\$1,588,500	\$792,100	\$2,380,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

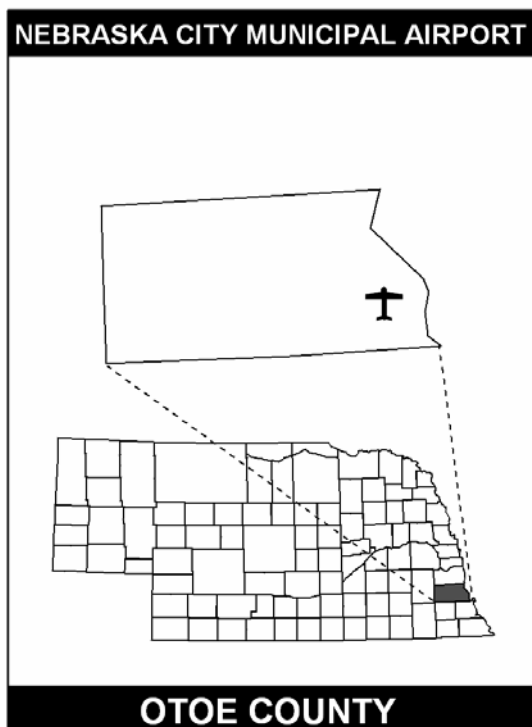
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Nebraska City Municipal Airport is located four miles south of Nebraska City, Nebraska, in Otoe County. Nebraska City has a population of 7,022. The 215-acre airport opened in 1993. The primary runway, Runway 15/33, is constructed of concrete measuring 4,500 feet in length and 75 feet in width. Manufacturing and processing firms in the area include Coca-Cola Bottling Company, Arnie's Bakery Inc., City Wholesale Meat Company, Emmpak Specialty Products, and Pendleton Woolen Mills. Nebraska City has many tourist attractions, such as apple orchards, outlet shopping, and historic attractions. Local attractions include Arbor Day Farm, Arbor Lodge State Historical Park & Museum, John Brown's Cave and Wildwood Center.

The airport, with 16 based aircraft, experiences approximately 4,250 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Nebraska City Municipal Airport was approximately \$853,200. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at five persons with a total first round payroll of approximately \$35,100 annually. Survey data indicated that approximately 735 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts

calculated using the Nebraska-specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Nebraska City Municipal Airport was approximately \$1.24 million. Total employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$52,400 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Nebraska City Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft such as those belonging to Midwest Construction and NPPA. The airport is also occasionally used for law enforcement and firefighting activities, as well as for environmental patrols and aerial surveying and inspecting. The airport is important to the community in terms of providing emergency access to the region's health care system. Visiting physicians and medical evacuation flights occasionally use the facility.

The airport participates in a number of community events, such as town festivals, air shows, and pancake fly-ins. There are also a number of golf courses near the airport that attract visitors to the airport.

Summary

On an annual basis, Nebraska City Municipal Airport currently provides the following total benefits:

Nebraska City Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	1	4
GA Visitors	<u>2</u>	<u>0</u>	<u>2</u>
Total	5	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$35,100	\$17,300	\$52,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$853,200	\$386,500	\$1,239,700

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

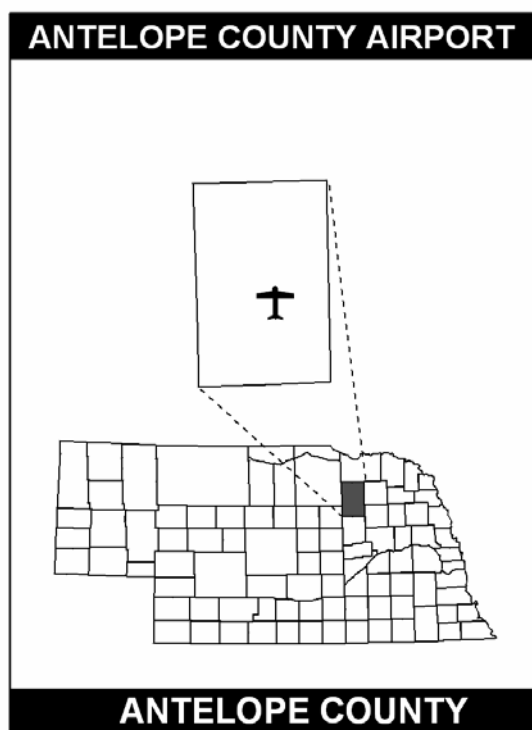
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Antelope County Airport is located one mile southwest of Neligh, Nebraska, in Antelope County. Neligh has a population of 1,608. The 99-acre airport opened in 1948. The primary runway, Runway 12/30, is an asphalt runway measuring 3,300 feet in length and 50 feet in width. Major employers in the community include Elkhorn River Manufacturing, Neligh-Oakdale Public Schools, City of Neligh, Antelope Memorial Hospital, RDM Oil and Baker Manufacturing. Local attractions include Neligh Mills and Antelope County Historical Museum.

The airport, with 20 based aircraft, experiences approximately 5,100 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported two full-time equivalent employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$393,100 annually. The estimated direct annual payroll of these tenants is \$55,800. Operational data indicated that approximately 1,252 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,400 annually. Indirect output from general aviation visitors is estimated at \$67,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Antelope County Airport was approximately \$686,400. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately seven persons, with a total annual payroll (first round and secondary) of approximately \$146,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Antelope County Airport provides many services to the community. The airport mainly caters to recreational flyers, with a significant amount of corporate activity. The airport is the base for two agricultural application services, which constitute much of the airport's summer activity. The airport also assists local emergency services by accommodating fire and police activities. Antelope County Airport is important to the local community in terms of access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Antelope Memorial Hospital uses the airport on average 72 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha, Lincoln, and Sioux City. In addition, Tilden Community Hospital and Antelope Memorial Hospital use aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The airport participates in many community activities, such as fly-in pancake breakfasts, a local Experimental Aviation Association (EAA)

chapter, scouting trips, and facility tours. The airport is home to a radio-controlled club and a gun enthusiast club.

Summary

On an annual basis, Antelope County Airport currently provides the following total benefits:

Antelope County			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	2	7
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$55,800	\$22,100	\$77,900
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$99,200	\$46,900	\$146,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$393,100	\$184,600	\$577,700
GA Visitors	<u>\$67,600</u>	<u>\$41,100</u>	<u>\$108,700</u>
Total	\$460,700	\$225,700	\$686,400

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

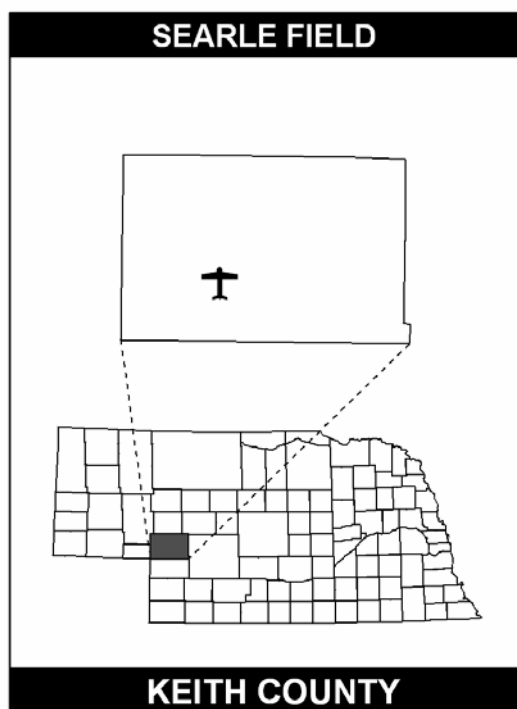
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Searle Field is located 2 miles west of Ogallala, Nebraska, in Keith County. Ogallala has a population of 5,216. The 281-acre airport opened in 1920. The primary runway, Runway 08/26, is a concrete surface measuring 5,100 feet in length and 75 feet in width. Major employers in the area include American Suzuki Corporation, Ogallala Public Schools, Ogallala Community Hospital, ACI Telecentrics, and Prophet Systems Innovations. Local attractions include Lake McConaughy, Lake Ogallala, Front Street, Petrified Wood Gallery, and the Mansion on the Hill.

The airport, with 13 based aircraft, experiences approximately 4,713 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government

activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported two full-time equivalent employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.05 million annually. The estimated direct annual payroll of these tenants is \$377,000. Operational data indicated that approximately 1,683 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning \$56,800 annually. Indirect output from general aviation visitors is estimated at \$90,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Searle Field was approximately \$1.53 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately eight persons, with a total annual payroll (first round and secondary) of approximately \$584,400 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Searle Field offers a number of services to the local community. The airport welcomes many recreational flights, as well as aircraft belonging to businesses from around the region. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and repair. The airport is home to the Nebraska State Patrol's aviation unit. The facility is also important to the community in terms of providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Ogallala Community Hospital uses the airport on average 132 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver, Greeley, and North Platte. In addition, the hospital use aircraft 24 times per year for emergency patient transfer via air ambulance. Ogallala Community Hospital estimates nearly 3,000 patients were seen by doctors who used the airport. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Searle Field currently provides the following total benefits:

Searle Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	2	8
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$377,000	\$118,100	\$495,100
GA Visitors	<u>\$56,800</u>	<u>\$32,500</u>	<u>\$89,300</u>
Total	\$433,800	\$150,600	\$584,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,046,400	\$337,500	\$1,383,900
GA Visitors	<u>\$90,900</u>	<u>\$55,200</u>	<u>\$146,100</u>
Total	\$1,137,300	\$392,700	\$1,530,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

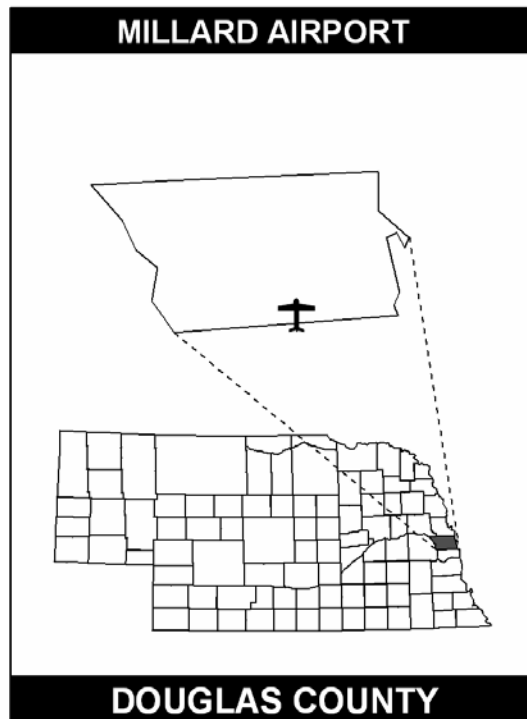
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Millard Airport is located seven miles southwest of Omaha, Nebraska, in Douglas County. Omaha has a population of 386,742. The 165-acre airport opened in 1967. The primary runway, Runway 12/30, is a concrete surface measuring 3,801 feet in length and 75 feet in width. Major employers in the region include Offutt Air Force Base, Alegent Health, Omaha Public Schools, First Data Corporation, Methodist Health System, Mutual of Omaha, Nebraska Health System, Odyssey Staffing, Staff Mid-America, and West Corporation. Local attractions include Black Americana Museum, Great Plains Black History Museum, Mormon Pioneer Monument and Cemetery, Omaha Botanical Gardens, Omaha Magic Theater, Red Barn Opry Showhouse, U.S.S. Hazard & U.S.S. Marlin Freedom Park, Omaha-Henry Doorly Zoo, and The Old Market.

The airport, with 173 based aircraft, experiences approximately 71,575 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported 26 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.53 million annually. The estimated direct annual payroll of these tenants is \$533,200. Operational data indicated that approximately 17,640 visitors used the airport. Visitor-related spending supported an additional 36 full-time jobs for employees earning an estimated \$602,900 annually. Indirect output from general aviation visitors is estimated at \$952,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for

output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Millard Airport was approximately \$5.32 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 91 persons with a total annual payroll (first round and secondary) of approximately \$1.74 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Millard Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to numerous corporate aircraft such as those belonging to firms in the construction and agricultural equipment manufacturing and the consumer electronics industries. The airport's Fixed Base Operators (FBOs) provide aircraft maintenance, sales, and rental, fuel, and pilot training. The fixed-wing FBOs' flight training school is reported as the largest in Nebraska, having six full-time instructors and 75 students with an estimated 500-600 students placed with airlines over the school's history.

The airport accommodates the State's medical community by serving as the base for many doctor's flights from Omaha to rural Nebraska communities. The Shriners' and Children's Hospitals in Omaha use the airport for medical evacuation flights as well. The Nebraska Natural Resources District and the Iowa Department of Natural Resources perform aerial surveys with helicopters based at the field.

The airport hosts several community and charity events, such as Make-A-Wish Foundation air races, high school career day talks, Experimental

Aircraft Association (EAA) events, and FAA safety programs.

Summary

On an annual basis, Millard Airport currently provides the following total benefits:

Omaha-Millard Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	26	19	44
GA Visitors	<u>36</u>	<u>11</u>	<u>47</u>
Total	62	29	91
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$533,200	\$260,600	\$793,800
GA Visitors	<u>\$602,900</u>	<u>\$344,700</u>	<u>\$947,600</u>
Total	\$1,136,100	\$605,300	\$1,741,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,526,000	\$1,261,800	\$3,787,800
GA Visitors	<u>\$952,700</u>	<u>\$578,600</u>	<u>\$1,531,300</u>
Total	\$3,478,700	\$1,840,400	\$5,319,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

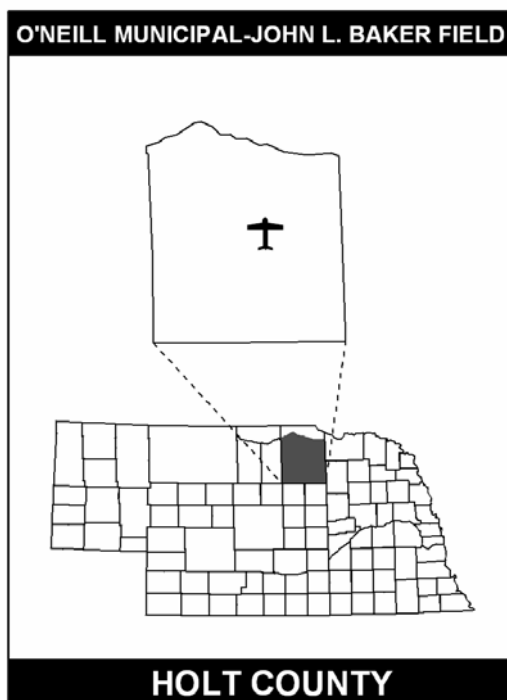
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

The O'Neill Municipal-John L. Baker Field is located two miles northwest of O'Neill, Nebraska, in Holt County. O'Neill has a population of 3,766. The 316-acre airport opened in 1946. The primary runway, Runway 13/31, is an asphalt surface measuring 4,409 feet in length and 75 feet in width. Local attractions include the natural areas near the Niobrara National River.

The airport, with 23 based aircraft, experiences approximately 7,440 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported three employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$765,500 annually. The estimated direct annual payroll of these tenants is \$92,200. Operational data indicated that approximately 1,960 visitors used the airport. Visitor-related spending supported an additional four full-time jobs for employees earning over \$66,800 annually. Indirect output from general aviation visitors is estimated at \$105,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to O'Neill Municipal-John L. Baker Field was approximately \$1.31 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately ten persons, with a total annual payroll (first round and secondary) of approximately \$238,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, O'Neill Municipal-John L. Baker Field provides several services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft. The airport has a UPS contract carrier providing the city with overnight and freight delivery. An aerial application service is based at the airport during the growing season, and serves much of the farming industry surrounding O'Neill. The airport occasionally accommodates police and firefighting activities. Additionally, the airport is important to the local community in terms of providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Avera St. Anthony's Hospital and Niobrara Valley Hospital in Lynch use O'Neill Municipal-John L. Baker Field on average 180 times a year to bring doctors and specialists to their respective hospitals to conduct clinics. These doctors fly in from Omaha, Yankton, Kearney, and Grand Island. In addition, the hospitals use aircraft 28 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of

Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, O'Neill Municipal-John L. Baker Field currently provides the following total benefits:

O'Neill Municipal/John Baker Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>4</u>	<u>1</u>	<u>5</u>
Total	7	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$92,200	\$40,800	\$133,000
GA Visitors	<u>\$66,800</u>	<u>\$38,200</u>	<u>\$105,000</u>
Total	\$159,000	\$79,000	\$238,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$765,500	\$375,800	\$1,141,300
GA Visitors	<u>\$105,900</u>	<u>\$64,300</u>	<u>\$170,200</u>
Total	\$871,400	\$440,100	\$1,311,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

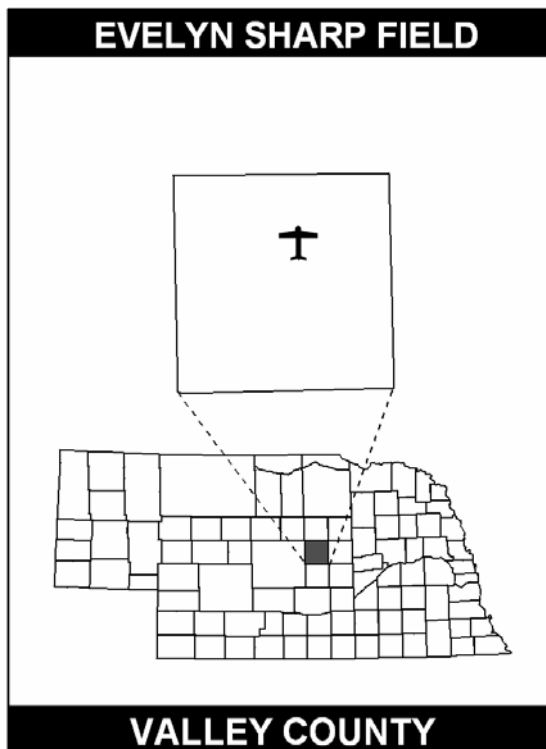
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Evelyn Sharp Field is located two miles northwest of Ord, Nebraska, in Valley County. Ord has a population of 2,277. The 172-acre airport opened in 1947. The primary runway, Runway 13/31, is a concrete surface measuring 4,500 feet in length and 60 feet in width. Major employers in the community include Valley County Hospital and Nursing Home, Timberline Total Solutions, Quiz Graphic Arts Inc., GreenIron, GrandView Assisted and Independent Living, Ord Equipment, Trotter Fertilizer and Propane, and Spalding Co-op.

The airport, with 12 based aircraft, experiences approximately 7,900 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the airport's management was the only aviation-related tenant, which supported one employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from this on-airport aviation-related tenant is estimated at \$2,400 annually. The estimated direct annual payroll of these tenants is \$23,000. Operational data indicated that approximately 1,252 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,400 annually. Indirect output from general aviation visitors is estimated at \$67,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Evelyn Sharp Field was approximately \$111,900. Total employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 5.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$98,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Evelyn Sharp Field provides a number of services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft. Aerial application services use the field for operations during the growing season. The airport also accommodates aerial photography and real estate viewing. Management reports that access to emergency services is an important benefit provided by the airport. Physician arrivals and medical evacuation flights are common at the airport.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Valley County Hospital uses the airport on average 43 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Grand Island, Kearney, and Lincoln. In addition, the hospital uses aircraft nine times per year for emergency patient transfer via air ambulance.

The airport participates in a number of community events, including an annual air show and fly-in each fall.

Summary

On an annual basis, Evelyn Sharp Field currently provides the following total benefits:

Evelyn Sharp Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>3</u>	<u>1</u>	<u>3</u>
Total	4	1.5	5.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$23,000	\$7,000	\$30,000
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$66,400	\$31,800	\$98,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,400	\$800	\$3,200
GA Visitors	<u>\$67,600</u>	<u>\$41,100</u>	<u>\$108,700</u>
Total	\$70,000	\$41,900	\$111,900

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

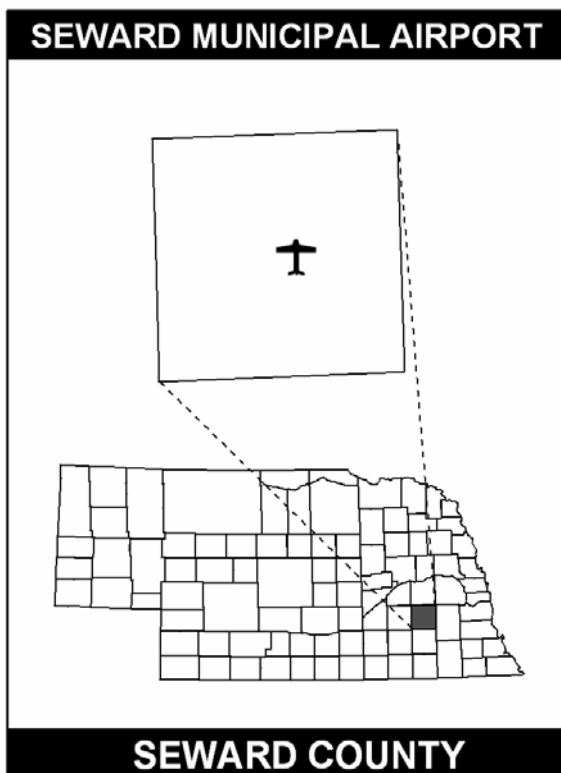
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Seward Municipal Airport is located three miles southwest of Seward, Nebraska, in Seward County. Seward has a population of 6,522. The 244-acre airport opened in 1976. The primary runway, Runway 16/34, is a concrete surface measuring 3,601 feet in length and 60 feet in width. Basic economic activities of Seward, the county seat and a college town, include manufacturing, retailing, medical services, education, farming, cattle, hog and sheep feeding, trucking, printing, banking, and agricultural research. Major employers in the area include Hughes Brothers, Walker Manufacturing Company, Experian, Seward Motor Freight, and Concordia University. Local attractions include the Seward County Historical Society Museum.

The airport, with 25 based aircraft, experiences approximately 12,150 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Seward Municipal Airport was approximately \$397,700. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at five persons with a total first round payroll of approximately \$120,300 annually. Survey data indicated that approximately 1,770 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Seward Municipal Airport was approximately \$610,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 10 persons, with a total annual payroll (first round and secondary) of approximately \$185,600 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Seward Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as corporate aircraft. The airport's Fixed Base Operator (FBO) provides a wide variety of aircraft and pilot services. The airport is occasionally used for emergency services, such as police and firefighting activities. The airport is also important to the local community in terms of providing access to the State's health care system. The airport occasionally accommodates visiting physicians or medical evacuation flights.

Summary

On an annual basis, Seward Municipal Airport currently provides the following total benefits:

Seward Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	4	1	5
Total	7	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$120,300	\$65,300	\$185,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$397,700	\$213,100	\$610,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

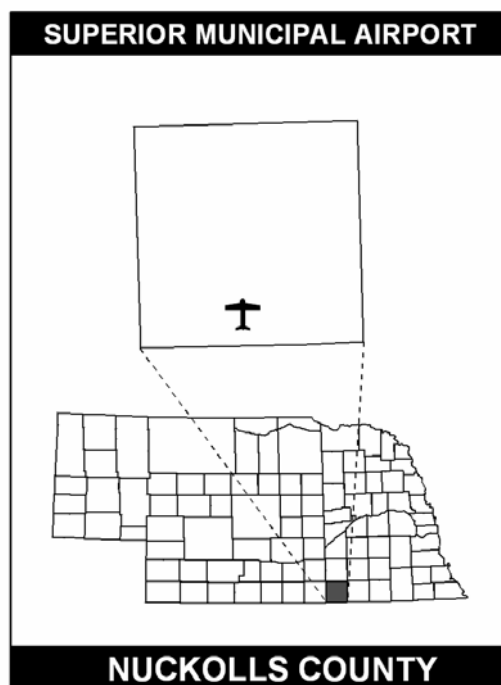
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Superior Municipal Airport is located two miles north of Superior, Nebraska, in Nuckolls County. Superior has a population of 2,007. The 248-acre airport opened in 1946. The primary runway, Runway 14/32, is an asphalt-concrete surface measuring 3,702 feet in length and 60 feet in width. Major employers in the community include Brodstone Memorial Hospital, the City of Superior, Superior Public Schools, Good Samaritan Home, Pamida, Alexander Motors, Agrex, Inc., Ideal Market, Mid-Nebraska Individual Services, and Superior Outdoor Power.

The airport, with 19 based aircraft, experiences approximately 5,500 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.17 million annually. The estimated direct annual payroll of these tenants is \$63,500. Operational data indicated that approximately 272 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$10,000 annually. Indirect output from general aviation visitors is estimated at \$14,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Superior Municipal Airport was approximately

\$3.29 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 9.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$111,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Superior Municipal Airport provides a number of services to the local community. The airport welcomes recreational aircraft in addition to a small number of corporate aircraft. The airport's Fixed Base Operator (FBO) offers a number of aircraft- and pilot-related services. The FBO is also an aerial applicator, and serves much of the area's agricultural community during the growing season. There is an ultralight aircraft dealer on the airport, serving hobbyists from around the region. The airport occasionally accommodates other types of aviation-related activities, such as aerial property and utility inspection and photography. Additionally, the airport accommodates local emergency services, such as police and firefighting activities. The airport is important to the community by providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Brodstone Memorial Hospital uses the airport on average seven times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Hastings and Lincoln. In addition, the hospital uses aircraft six times per year for emergency patient transfer via air ambulance.

The airport is active in local community events, such as hosting an annual fly-in breakfast,

offering airplane rides and demonstrations, holding radio-controlled airplane shows, and exhibiting static aircraft displays.

Summary

On an annual basis, Superior Municipal Airport currently provides the following total benefits:

Superior Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	6	3.5	9.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$63,500	\$32,600	\$96,100
GA Visitors	<u>\$10,000</u>	<u>\$5,700</u>	<u>\$15,700</u>
Total	\$73,500	\$38,300	\$111,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,156,700	\$1,104,700	\$3,261,400
GA Visitors	<u>\$14,700</u>	<u>\$8,900</u>	<u>\$23,600</u>
Total	\$2,171,400	\$1,113,600	\$3,285,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically provides the following impacts:

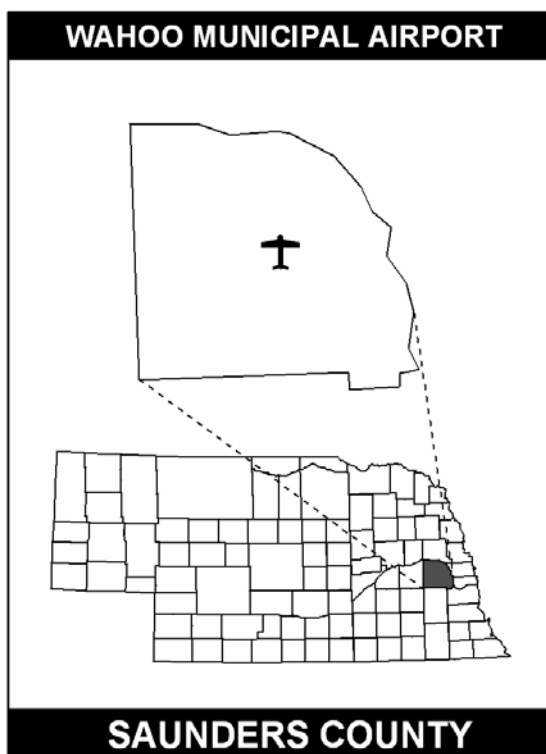
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Wahoo Municipal Airport is located two miles northeast of Wahoo, Nebraska, in Saunders County. Wahoo has a population of 3,821. The 126-acre airport opened in 1947 and the primary runway is a concrete runway, Runway 02/20, measuring 4,101 feet in length and 75 feet in width. Major employers in the community include M.E. Collins, Burkely Envelope, JEO, Great American Appetizers, Denver Plastics, Wahoo Concrete Products, Six B and Saunders County Health Care. Local attractions include the Saunders County Historical Society Museum.

The airport, with 41 based aircraft, experiences approximately 13,150 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and

government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported three full-time equivalent employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$704,100 annually. The estimated direct annual payroll of these tenants is \$71,200. Operational data indicated that approximately 1,634 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning \$55,100 annually. Indirect output from general aviation visitors is estimated at \$88,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Wahoo Municipal Airport was approximately \$1.21 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately ten persons, with a total annual payroll (first round and secondary) of approximately \$194,300 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Wahoo Municipal Airport provides several services to the local community. The airport welcomes many recreational flights as well as a number of corporate aircraft. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and repair. The airport is also the home of an aerial agricultural application service, which serves much of the county's cropland in the growing season.

The airport occasionally serves other types of aviation-related activities, such as aerial property and livestock inspection and surveying, flight instruction exercises, and military training.

Wahoo Municipal is also important to the local community in terms of accommodating emergency services. The facility is sometimes used for police and firefighting exercises. The airport also provides an access point for the State's health care system, by accommodating doctors' and medical evacuation flights.

Summary

On an annual basis, Wahoo Municipal Airport currently provides the following total benefits:

Wahoo Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	6	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$71,200	\$36,500	\$107,700
GA Visitors	<u>\$55,100</u>	<u>\$31,500</u>	<u>\$86,600</u>
Total	\$126,300	\$68,000	\$194,300
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$704,100	\$361,100	\$1,065,200
GA Visitors	<u>\$88,200</u>	<u>\$53,600</u>	<u>\$141,800</u>
Total	\$792,300	\$414,700	\$1,207,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

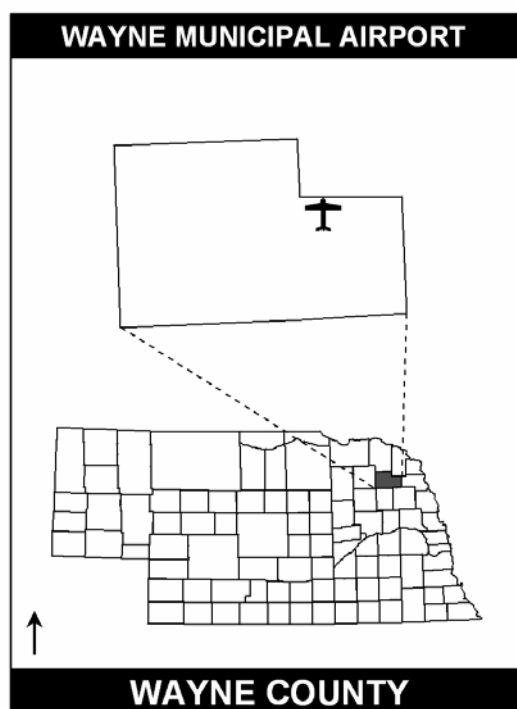
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Wayne Municipal Airport is located two miles east of Wayne, Nebraska, in Wayne County. Wayne has a population of 5,385. The 281-acre airport opened in 1944. The primary runway, Runway 17/35, is an asphalt surface measuring 4,200 feet in length and 75 feet in width. Major employers in the community include Great Dane Trailers, Wayne State College, Pacific Coast Southern Company, Heritage Homes of Nebraska, Inc., First Bankcard Center, Providence Medical Center, Wayne Public Schools, Carhart Lumber, and the City of Wayne.

The airport, with 27 based aircraft, experiences approximately 36,000 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Wayne Municipal Airport was approximately \$411,600. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at four persons with a total first round payroll of approximately \$78,600 annually. Survey data indicated that approximately 545 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Wayne Municipal Airport was approximately \$608,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 7 persons, with a total annual payroll (first round and secondary) of approximately \$120,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Wayne Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as corporate aircraft, such as those belonging to Heritage Homes, Tompkins Landing, and Michaels Food. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and service, in addition to a number of other pilot-related services. The airport serves aerial applicators during the growing season. The airport also is occasionally used as a training facility for new pilots. The facility is frequently used by various public agencies, such as police and fire departments, for exercises and operations. The airport is important to the community in terms of providing access to the region's health care system, by accommodating either physicians' flights or medical evacuation aircraft.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Providence Medical Center uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Sioux City, Lincoln, and Omaha. In addition, the hospital uses aircraft 11 times per year for emergency patient transfer via air ambulance.

The airport takes part in various community events, such as a fly-in during the town's annual Chicken Days in July.

Summary

On an annual basis, Wayne Municipal Airport currently provides the following total benefits:

Wayne Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>1</u>	<u>0</u>	<u>1</u>
Total	4	3	7
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$78,600	\$41,400	\$120,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$411,600	\$197,000	\$608,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement related construction spending at airports in Nebraska typically produces the following impacts:

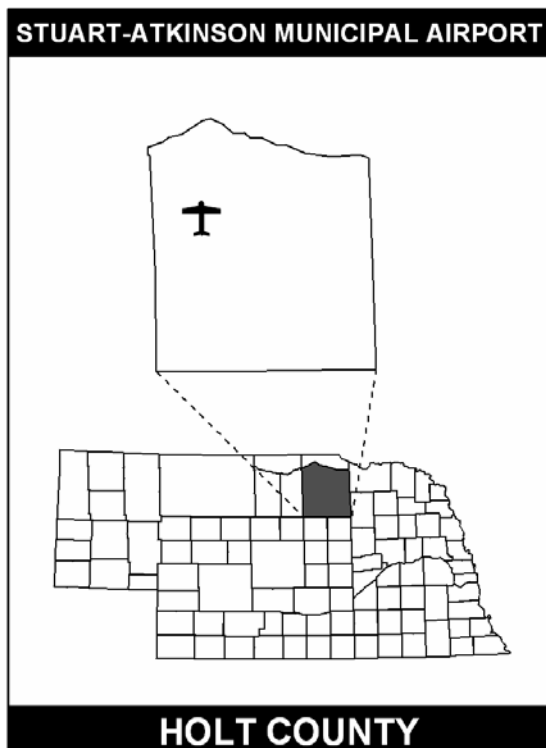
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Stuart-Atkinson Municipal Airport is located 3 miles northwest of Atkinson, Nebraska, in Holt County. Atkinson has a population of 1,261. Basic economic activities of Atkinson include dry land and irrigated farming, cattle and hog feeding, commercial trucking, tourism, manufacturing, grain storage, and retail sales. Major employers in the area include Alpha Galvanizing, Olson Industries, Inc., Atkinson Livestock Market, Christensen Farms, and West Holt Hospital. The 241-acre airport opened in 1950. The primary Runway 11/29 is an asphalt surface measuring 4,040 feet in length and 50 feet in width.

The airport, with 9 based aircraft, experiences approximately 3,000 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported eight employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.13 million annually. The estimated direct annual payroll of these tenants is \$246,400. Operational data indicated that approximately 545 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning over \$18,000 annually. Indirect output from general aviation visitors is estimated at \$29,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Stuart-Atkinson Municipal Airport was approximately \$1.72 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 14.5 full-time jobs, with a total annual payroll (first round and secondary) of approximately \$391,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Stuart-Atkinson Municipal Airport provides several services to the local community. The airport is primarily a recreational use airport for local pilots, with a small amount of flight training activity. The airport offers free flights to the public to encourage interest in aviation and in the airport. The airport is home to a local aerial application service, which uses the field seasonally. The airport also serves as a base for police and firefighting operations, with the county's sheriff using the field for surveillance flights. Additionally, the airport assists the local medical community by providing a location for physician and patient transfer.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated West Holt Memorial Hospital uses the airport on average 19 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Kearney, Omaha, and Yankton. In addition, the hospital uses aircraft 29 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Stuart-Atkinson Municipal Airport currently provides the following total benefits:

Atkinson Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	8	5	13
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	9	5.5	14.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$246,400	\$116,600	\$363,000
GA Visitors	<u>\$18,400</u>	<u>\$10,500</u>	<u>\$28,900</u>
Total	\$264,800	\$127,100	\$391,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,125,100	\$551,900	\$1,677,000
GA Visitors	<u>\$29,400</u>	<u>\$17,900</u>	<u>\$47,300</u>
Total	\$1,154,500	\$569,800	\$1,724,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

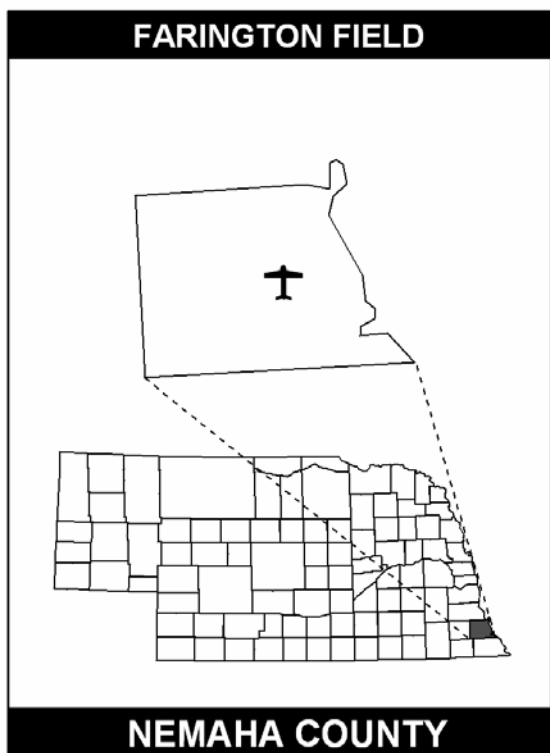
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Farington Field is located 3 miles east of Auburn, Nebraska, in Nemaha County. Auburn has a population of 3,358. The 111-acre airport opened in 1946. The primary runway, Runway 15/33, is a turf runway measuring 4,000 feet in length and 100 feet in width. Major employers in the community include Cooper Nuclear Station, Auburn Consolidated Industries, Inc., Triangle Pacific Cabinets, Inc., Peru State College, Auburn Public Schools, Nemaha County Good Samaritan Home, Magnolia Metals, Inc., Nemaha County Hospital, Nemaha County and Johnson-Brock Pub.

The airport, with 5 based aircraft, experiences approximately 2,350 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government

activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant on the airport was the airport's management, which supported one part-time employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$18,200 annually. The estimated direct annual payroll of these tenants is \$2,500. Operational data indicated that approximately 436 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$15,000 annually. Indirect output from general aviation visitors is estimated at \$23,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Farington Field was approximately \$61,500. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$26,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Farington Field provides several services to the local community. The airport serves Auburn primarily as a recreational facility. Several local residents own aircraft for personal use. The airport also serves as a gateway for tourists, primarily hunters and fishermen. Additionally, the airport is used frequently by physicians attending to patients or clinics.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Nemaha County Hospital uses the airport on average 26 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Omaha. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

The airport has occasionally participated in community events. In the past, the facility has hosted fly-ins and chili feeds to promote aviation and the town of Auburn.

Summary

On an annual basis, Farington Field currently provides the following total benefits:

Farington Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	1	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$2,500	\$700	\$3,200
GA Visitors	<u>\$15,000</u>	<u>\$8,600</u>	<u>\$23,600</u>
Total	\$17,500	\$9,300	\$26,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$16,900	\$5,100	\$22,000
GA Visitors	<u>\$23,500</u>	<u>\$14,300</u>	<u>\$37,800</u>
Total	\$40,400	\$19,400	\$59,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related spending at airports in Nebraska typically produces the following impacts:

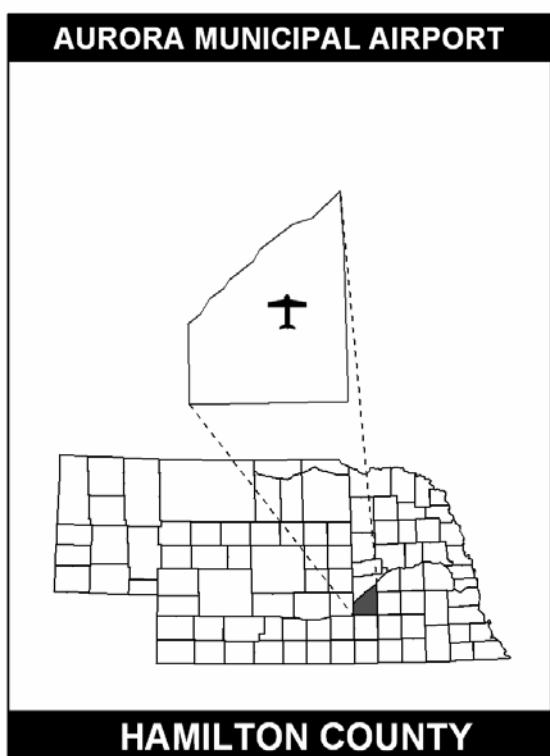
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Aurora Municipal Airport is located 2 miles north of Aurora, Nebraska, in Hamilton County. Aurora has a population of 4,361. The 171-acre airport opened in 1969. The primary runway, Runway 16/34, is an asphalt runway measuring 4,301 feet in length and 75 feet in width. Major employers in the community include IAMS Pet Food, Aurora Memorial Hospital, Aurora Public School, Bonnavilla Homes and Hamilton Telecommunications. Local attractions include Edgerton Explorit Center and Plainsman Museum Hamilton County Historical Society.

The airport, with 25 based aircraft, experiences approximately 15,235 annual operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported ten employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.65 million annually. The estimated direct annual payroll of these tenants is \$242,200. Operational data indicated that approximately 2,590 visitors used the airport. Visitor-related spending supported an additional five full-time jobs for employees earning over \$88,500 annually. Indirect output from general aviation visitors is estimated at \$139,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Aurora Municipal Airport was approximately \$2.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 24 persons with a total annual payroll (first round and secondary) of approximately \$499,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Aurora Municipal Airport offers several services to the community. Classic Aero Service, the airport's Fixed Base Operator provides aircraft maintenance and fuel, as well as specialty aircraft refurbishing. Top Gun Refinishing provides aircraft painting and fuselage repairs. The airport welcomes many recreational aircraft in addition to corporate aircraft such as those belonging to Sar-Tec, Bonnavilla Homes, and IAMS Pet Food. Traudt Aerial is the airport's aerial applicator, with approximately 700 operations per year. The airport leases some small tracts of land for crops.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Memorial Hospital uses the airport on average 13 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Grand Island, Hastings and Lincoln. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

The airport is used by law enforcement agencies in training and in drug interdiction efforts. In addition, the airport sponsors a fly-in breakfast each year. Elementary schools and pre-schools are welcomed for tours at the

airport. The airport also takes part in the town's annual "Aurorin' Days," an annual festival celebrating the town's history.

Summary

On an annual basis, Aurora Municipal Airport currently provides the following total benefits:

Aurora Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	10	7	17
GA Visitors	5	2	7
Total	15	9	24
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$242,200	\$118,200	\$360,400
GA Visitors	<u>\$88,500</u>	<u>\$50,600</u>	<u>\$139,100</u>
Total	\$330,700	\$168,800	\$499,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,653,500	\$823,100	\$2,476,600
GA Visitors	<u>\$139,700</u>	<u>\$84,800</u>	<u>\$224,500</u>
Total	\$1,793,200	\$907,900	\$2,701,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

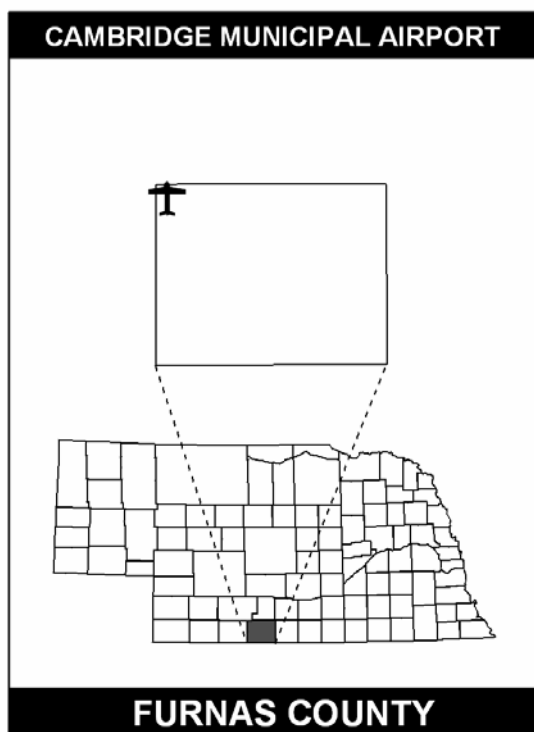
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Cambridge Municipal Airport is located two miles northeast of Cambridge, Nebraska, in Furnas County. Cambridge has a population of 1,049. The 213-acre airport opened in 1962. The primary runway, Runway 14/32, is an asphalt runway measuring 4,099 feet in length and 60 feet in width. Local attractions include Medicine Creek State Recreation Area and the Cambridge Museum.

The airport, with 10 based aircraft, experiences approximately 6,500 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system

of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported one employee. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$13,300 annually. The estimated direct annual payroll of these tenants is \$25,600. Operational data indicated that approximately 681 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$23,400 annually. Indirect output from general aviation visitors is estimated at \$36,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Cambridge Municipal Airport was approximately \$76,500. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately four persons, with a total annual payroll (first round and secondary) of approximately \$75,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Cambridge Municipal Airport provides several services to the local community. The airport primarily serves the recreational needs of the area, catering to local pilots and enthusiasts. There is also significant aerial applicator activity at the airport during the growing season. The airport is used by the public power district and telephone companies for transportation and utilities inspections. Similarly, the local irrigation district conducts system inspections by air, using the airport as a base. The airport helps provide access to the State's health care system by accommodating doctor's flights and medical evacuations.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Tri-Valley Health System uses Cambridge Municipal Airport on average 13 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha, Lincoln, and Kearney. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

Summary

On an annual basis, Cambridge Municipal Airport currently provides the following total benefits:

Cambridge Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	1	2
GA Visitors	<u>1</u>	<u>1</u>	<u>2</u>
Total	2	2	4
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$25,600	\$13,100	\$38,700
GA Visitors	<u>\$23,400</u>	<u>\$13,400</u>	<u>\$36,800</u>
Total	\$49,000	\$26,500	\$75,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$13,300	\$4,100	\$17,400
GA Visitors	<u>\$36,800</u>	<u>\$22,300</u>	<u>\$59,100</u>
Total	\$50,100	\$26,400	\$76,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

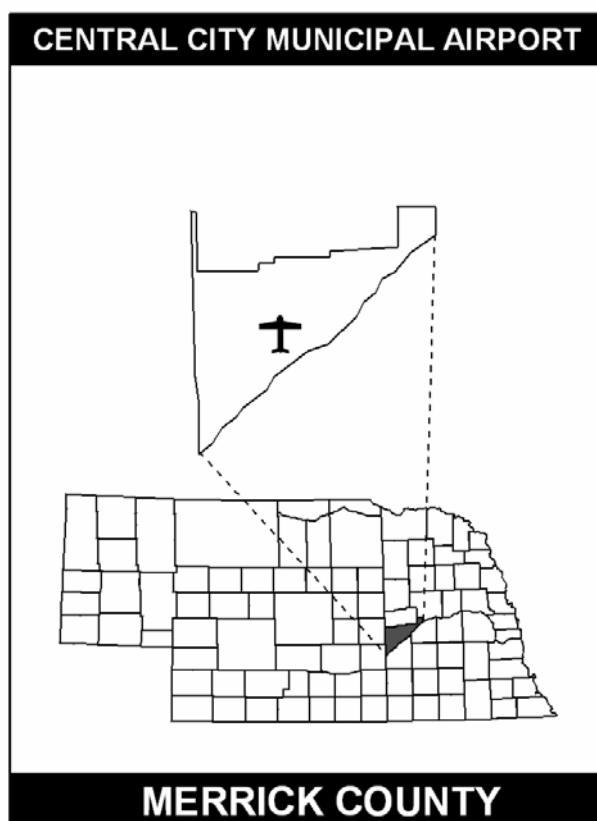
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Central City Municipal Airport is located three miles west of Central City, Nebraska, in Merrick County. Central City has a population of 2,901. The 124-acre airport opened in 1963. The primary runway, Runway 15/33, is an asphalt runway measuring 2,900 feet in length and 50 feet in width.

The airport, with 21 based aircraft, experiences approximately 4,360 operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 13 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.73 million annually. The estimated direct annual payroll of these tenants is \$196,000. Operational data indicated that approximately 950 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$31,700 annually. Indirect output from general aviation visitors is estimated at \$51,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Central City Municipal Airport was approximately \$2.68 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 24 persons with a total annual payroll (first round and secondary) of approximately \$338,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Central City Municipal Airport offers several services to the community. The airport's Fixed Base Operator, Central Nebraska Aeromotive, provides aircraft repair and maintenance, as well as fuel. Central Nebraska Aeromotive also provides specialty aircraft service. The airport is also the base for Reineke Aerial Spraying.

The airport serves Central City's medical community by accommodating doctors and specialists traveling to Central City Hospital. The airport also accommodates many flights by veterinarians servicing the area's agricultural community.

The airport accommodates flights of those visiting the area's outdoor recreation areas, such as hunters traveling to Hord Lake State Recreation Area and Renquist Basin State Wildlife Management Area.

Major users of the airport include Central Scales, Bill's Volume Dealer, Greenline Equipment, and Atlantic Homes.

Summary

On an annual basis, Central City Municipal Airport currently provides the following total benefits:

Central City			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	13	8	21
GA Visitors	<u>2</u>	<u>1</u>	<u>3</u>
Total	15	9	24
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$196,000	\$93,000	\$289,000
GA Visitors	<u>\$31,700</u>	<u>\$18,100</u>	<u>\$49,800</u>
Total	\$227,700	\$111,100	\$338,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,729,300	\$872,700	\$2,602,000
GA Visitors	<u>\$51,200</u>	<u>\$31,100</u>	<u>\$82,300</u>
Total	\$1,780,500	\$903,800	\$2,684,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

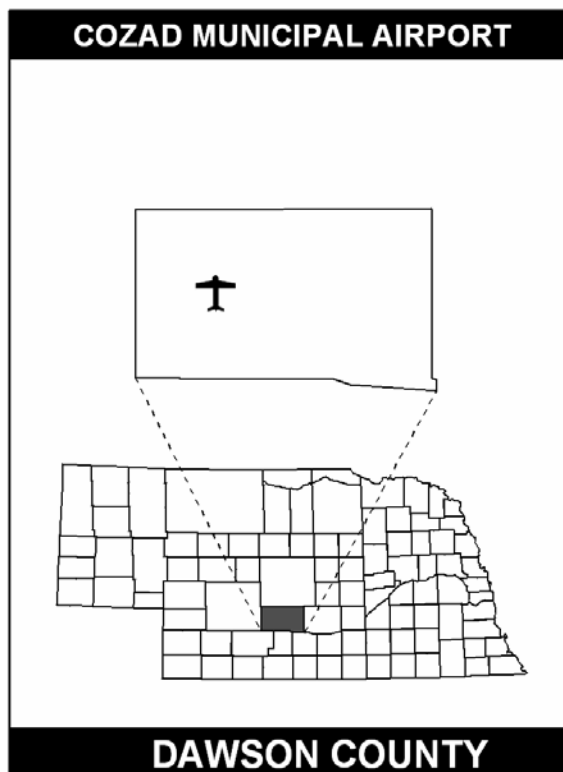
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Cozad Municipal Airport is located one mile northwest of Cozad, Nebraska, in Dawson County. Cozad has a population of 4,219. The 299-acre airport opened in 1949. The primary Runway 13/31 is a concrete surface measuring 4,201 feet in length and 75 feet in width. Major employers in the community include Tenneco/Monroe, Paulsen Inc., Valley Vending Service, Inc. and Nebraska Plastics. Local attractions include the 100th Meridan Museum, and the Robert Henri Museum and Historical Walkway.

The airport, with 23 based aircraft, experiences approximately 9,062 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$685,100 annually. The estimated direct annual payroll of these tenants is \$205,000. Operational data indicated that approximately 1,280 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,000 annually. Indirect output from general aviation visitors is estimated at \$69,100.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Cozad Municipal Airport was approximately \$1.13 Million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 16 persons, with a total annual payroll (first round and secondary) of approximately \$375,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Cozad Municipal Airport provides several services to the local community. The airport caters mainly to recreational and corporate users. Businesses that use the airport frequently include Valley Vending Service and Monroe Auto Equipment. The airport's Fixed Base Operator (FBO) maintains and repairs aircraft, while offering a number of services for pilots. The FBO also offers aerial application services during the growing season. The airport accommodates a significant amount of activity from emergency personnel, such as firefighting, physician transport, and air ambulance flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Cozad Community Hospital uses aircraft 29 times per year on average for emergency patient transfer via air ambulance.

The airport hosts an annual open house, and provides space for the Cozad Gun Club.

Summary

On an annual basis, Cozad Municipal Airport currently provides the following total benefits:

Cozad Municipal Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	7	5	12
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	10	6	16
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$205,000	\$101,900	\$306,900
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$248,400	\$126,700	\$375,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$685,100	\$334,300	\$1,019,400
GA Visitors	<u>\$69,100</u>	<u>\$42,000</u>	<u>\$111,100</u>
Total	\$754,200	\$376,300	\$1,130,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

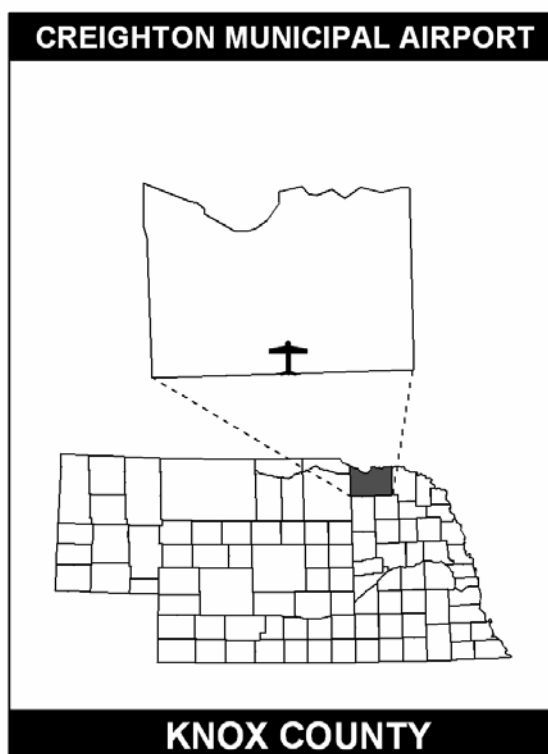
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Creighton Municipal Airport is located one mile east of Creighton, Nebraska, in Knox County. Creighton has a population of 1,120. The 202-acre airport opened in 1949. The primary runway, Runway 12/30, is constructed of asphalt measuring 3,100 feet in length and 50 feet in width. Major employers in the community include Creighton Community Schools, Creighton Care Centre, Lundberg Memorial Hospital, Creighton Livestock Market, North Central Public Power District, Creighton Post & Pipe, Inc., American National Bank, Largen Manufacturing Co., and Morrill Grain Company, Inc.

The airport, with five based aircraft, experiences approximately 2,200 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant on the airport was the airport's management, which supported one employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$6,000 annually. The estimated direct annual payroll of this tenant is \$2,000. Operational data indicated that approximately 109 visitors used the airport. Visitor-related spending supported one additional part-time job for an employee earning over \$3,000 annually. Indirect output from general aviation visitors is estimated at \$5,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to

Creighton Municipal Airport was approximately \$17,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 2.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$7,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Creighton Municipal Airport offers several services to the local community. The airport operates primarily as a recreational facility, accommodating flights by both local pilots and visitors to the area's attractions. The area is home to many parks and hunting and fishing areas. A significant amount of the airport's traffic is related to corporate activity. The airport was used extensively by the Fagan Corporation while the company constructed an ethanol plant nearby. Several government agencies, such as Game and Parks, and Environmental Protection use the airport for inventories and surveillance. Additionally, the airport accommodates doctors and specialists attending clinics at the local hospital.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Creighton Area Health Services uses the airport on average 148 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Omaha, and Yankton. In addition, the hospital use aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Creighton Municipal Airport currently provides the following total benefits:

Creighton Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1.5	1	2.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$2,000	\$600	\$2,600
GA Visitors	<u>\$3,300</u>	<u>\$1,900</u>	<u>\$5,200</u>
Total	\$5,300	\$2,500	\$7,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$6,000	\$1,800	\$7,800
GA Visitors	<u>\$5,900</u>	<u>\$3,600</u>	<u>\$9,500</u>
Total	\$11,900	\$5,400	\$17,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

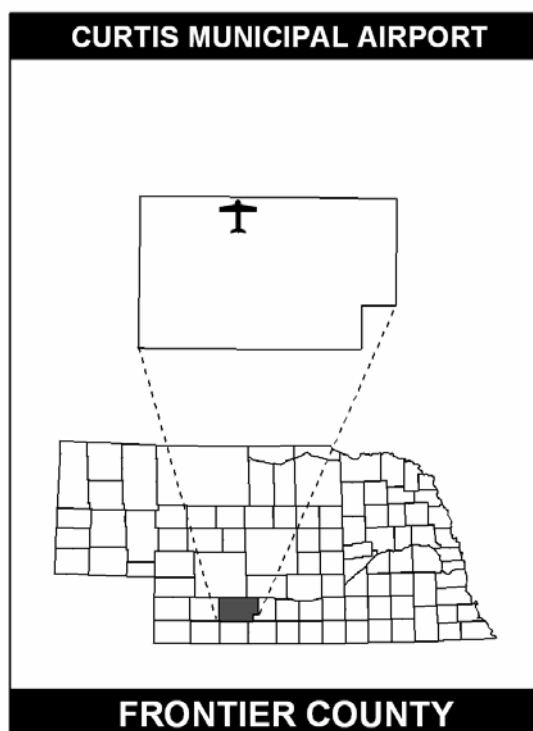
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Curtis Municipal Airport is located two miles east of Curtis, Nebraska, in Frontier County. Curtis has a population of 748. The 189-acre airport opened in 1948. The primary runway, Runway 12/30, is an asphalt runway measuring 3,400 feet in length and 60 feet in width. Major employers in the community include Ag Valley Co-op, Sunset Haven, and Nebraska College of Technical Agriculture.

The airport, with 10 based aircraft, experiences approximately 6,050 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system

of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Curtis Municipal Airport was approximately \$499,800. Total first-round full time employment related to airport tenants and general aviation visitors is estimated at two persons with a total first round payroll of approximately \$46,000 annually. Survey data indicated that approximately 300 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Curtis Municipal Airport was approximately \$755,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$70,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Curtis Municipal Airport offers several services to the local community. A significant amount of the airport's activity comes from recreational flying, either by local pilots or by visitors to the area. The airport is also the home of an aerial application service, which operates from the field during the growing season. A small amount of the airport's activity comes from corporate aircraft. The airport occasionally accommodates flights transporting doctors into the community. From time to time, aerial surveying and inspections are based at the airport, and emergency personnel are known to base firefighting operations infrequently at the facility.

The airport participates in community events, such as an open house and occasional fly-ins. Space on the property is also provided for an active local gun club.

Summary

On an annual basis, Curtis Municipal Airport currently provides the following total benefits:

Curtis Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>1</u>	<u>0</u>	<u>1</u>
Total	2	1	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$46,000	\$24,200	\$70,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$499,800	\$256,000	\$755,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

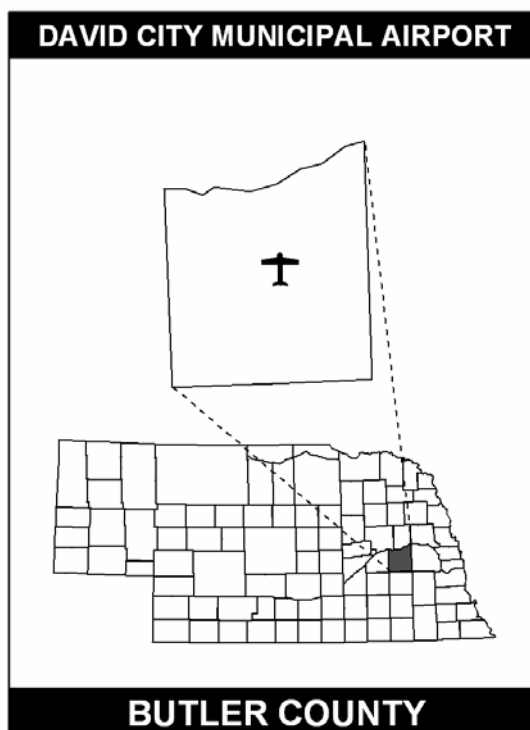
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

David City Municipal Airport is located one mile south of David City, Nebraska, in Butler County. David City has a population of 2,399. The 188-acre airport opened in 1946. The primary runway, Runway 14/32, is constructed of asphalt measuring 3,100 feet in length and 50 feet in width. Major employers in the community include David City Manufacturing Company, Henningsen Foods, Inc., Timpfe Manufacturing Inc., Region V Industries, Five Star Feeds, Inc., and Kennel Vaccine Vet Supply. Local attractions include the Butler County Museum.

The airport, with eight based aircraft, experiences approximately 2,200 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$397,300 annually. The estimated direct annual payroll of these tenants is \$82,500. Operational data indicated that approximately 272 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning \$10,000 annually. Indirect output from general aviation visitors is estimated at \$14,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to David City Municipal Airport was approximately \$615,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately seven persons, with a total annual payroll (first round and secondary) of approximately \$139,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, David City Municipal Airport provides several services to the local community. The airport welcomes many recreational flights, either by local pilots or visitors to the area. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and service. The FBO also does business as an aerial application service, and contributes much of the airport's activity during the growing season. Airport management reports a high frequency of training flights at the airport, since the field is outside of Omaha and Lincoln's controlled airspace. The airport occasionally serves corporate traffic. From time to time the airport is used by emergency personnel or law enforcement, for activities such as physician transportation, medical evacuation, firefighting, prisoner transport, and so forth.

The airport participates in a number of community activities, such as an annual ultralight fly-in, the town's July Jam, and a fireworks display.

Summary

On an annual basis, David City Municipal Airport currently provides the following total benefits:

David City Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	4	2	6
GA Visitors	<u>1</u>	<u>0</u>	<u>1</u>
Total	5	2	7
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$82,500	\$40,800	\$123,300
GA Visitors	<u>\$10,000</u>	<u>\$5,700</u>	<u>\$15,700</u>
Total	\$92,500	\$46,500	\$139,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$397,300	\$194,200	\$591,500
GA Visitors	<u>\$14,700</u>	<u>\$8,900</u>	<u>\$23,600</u>
Total	\$412,000	\$203,100	\$615,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

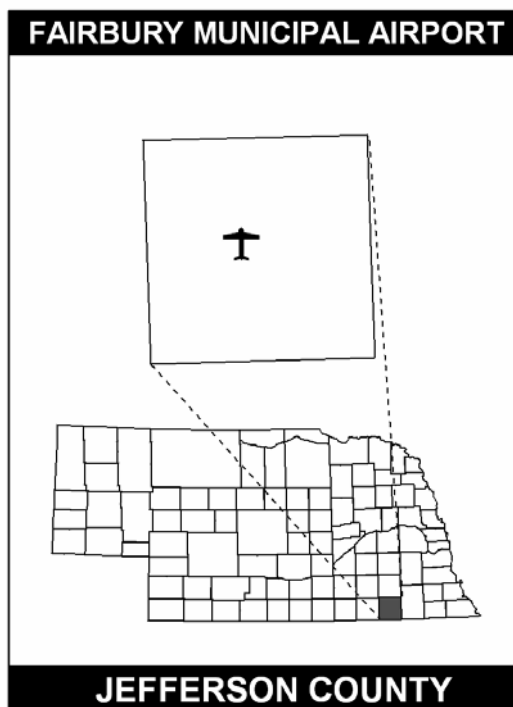
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Fairbury Municipal Airport is located three miles northeast of Fairbury, Nebraska, in Jefferson County. Fairbury has a population of 3,930. The 320-acre airport opened in 1943. The primary runway, Runway 17/35, is a concrete runway measuring 3,700 feet in length and 75 feet in width. Major employers in the community include Endicott Clay Products, Jefferson Community Health Center, Fairbury Public Schools, City of Fairbury, Farmer's Co-op Elevator Co, Heritage Nursing Home, Tetra MicroNutrients, Fairbury Food Products, Prairie View Industries and Roode Packing Co. Local attractions include Fairbury Rock Island Depot Museum, Rock Creek Station, and the Fairbury City Museum.

The airport, with 11 based aircraft, experiences approximately 7,250 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Fairbury Municipal Airport was approximately \$260,600. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at four persons with a total first round payroll of approximately \$58,600 annually. Survey data indicated that approximately 272 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Fairbury Municipal Airport was approximately \$897,600. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six persons, with a total annual payroll (first round and secondary) of approximately \$89,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Fairbury Municipal provides several services to the local community. The airport welcomes many recreational aircraft as well as corporate aircraft, such as those belonging to Garber's Honda and Kawasaki, and Heritage Care Center. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and repair, as well as services for pilots. The FBO also performs aerial application services during the growing season. The airport occasionally accommodates emergency and law enforcement personnel, such as medical evacuations and rangeland firefighting.

The airport participates in a number of aviation-related community events, such as fly-ins, air shows, and poker runs. Rides are offered spring through autumn in conjunction with the town's Germanfest and on Christmas Eve.

Summary

On an annual basis, Fairbury Municipal Airport currently provides the following total benefits:

Fairbury Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>1</u>	<u>0</u>	<u>1</u>
Total	4	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$58,600	\$30,600	\$89,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$260,600	\$127,000	\$387,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

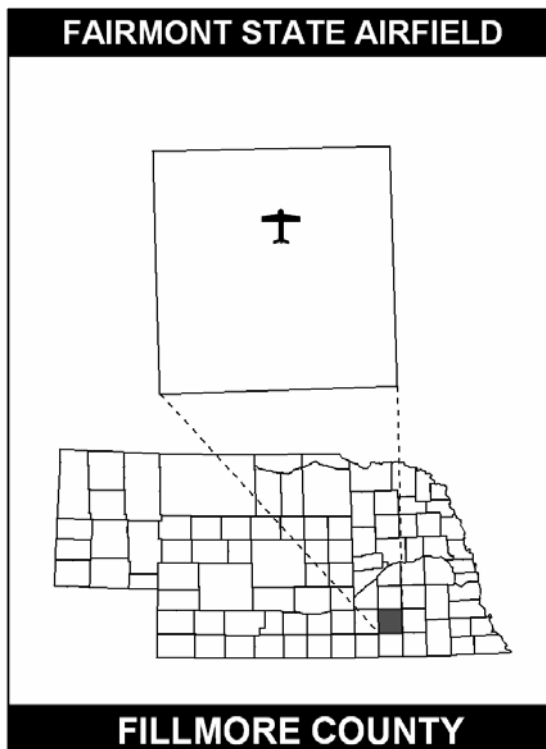
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Fairmont State Airfield is located three miles south of Fairmont, Nebraska, in Fillmore County. Fairmont has a population of 625. The 687-acre airport opened in 1946. The primary runway, Runway 17/35, is an asphalt runway measuring 4,316 feet in length and 75 feet in width.

The airport, with 14 based aircraft, experiences approximately 1,930 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll.

These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant at the Fairmont State airfield was the airport's management, which supported two employees. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$664,400 annually. The estimated direct annual payroll of these tenants is \$28,900. Operational data indicated that approximately 120 visitors used the airport. Visitor-related spending supported one additional part-time job for an employee earning over \$3,300 annually. Indirect output from general aviation visitors is estimated at \$6,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Fairmont State Airfield was approximately

\$875,500. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 2.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$42,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Fairmont State Airfield provides several services to the local community. The airport welcomes many recreational flights in addition to a number of corporate aircraft, such as those belonging to Biba Construction of Fairmont, and MCI Industries and Ipsco Steel of Geneva. There is a considerable amount of aerial application activity at the airport. The airport occasionally serves as a base for aerial inspections and surveying, as a flight training facility for both civil and military pilots, and for air shows. The airport sees significant traffic as a result of medical flights, either by physicians attending to patients at Fillmore County Hospital, or by medical evacuation flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Fillmore County Hospital uses Fairmont State Airport on average five times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Hastings and Lincoln. In addition, the hospital uses aircraft 14 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Fairmont State Airfield currently provides the following total benefits:

Fairmont State			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1.5	1	2.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$28,900	\$8,700	\$37,600
GA Visitors	<u>\$3,300</u>	<u>\$1,900</u>	<u>\$5,200</u>
Total	\$32,200	\$10,600	\$42,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$664,400	\$200,700	\$865,100
GA Visitors	<u>\$6,500</u>	<u>\$3,900</u>	<u>\$10,400</u>
Total	\$670,900	\$204,600	\$875,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

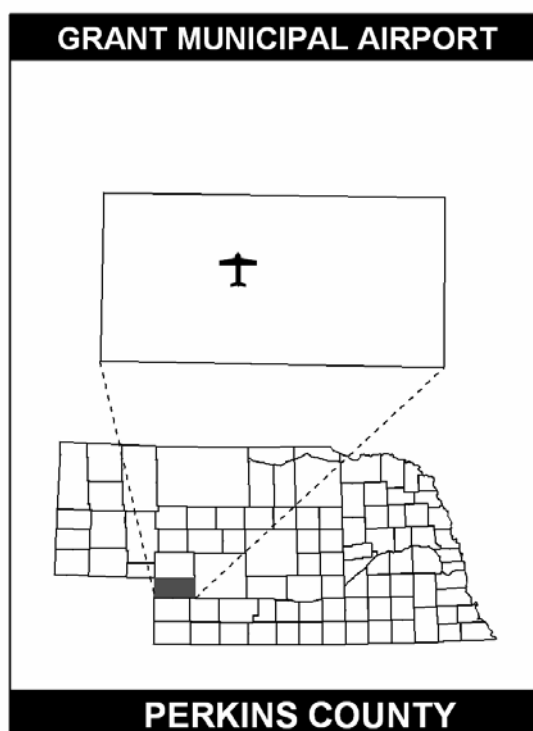
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Grant Municipal Airport is located two miles north of Grant, Nebraska, in Perkins County. Grant has a population of 1,204. The largest employers in the area are Midwest Electric and Perkins County Community Hospital. The 95-acre airport opened in 1958. The primary runway, Runway 15/33, is a concrete runway measuring 4,800 feet in length and 60 feet in width. The major employer in the community is Midwest Electric and Perkins County Community Hospital.

The airport, with 18 based aircraft, experiences approximately 5,800 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported six employees. These tenants' direct or first-round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.49 million annually. The estimated direct annual payroll of these tenants is \$161,600. Operational data indicated that approximately 436 visitors used the airport. Visitor-related spending supported an additional full-time job for an employee earning over \$15,000 annually. Indirect output from general aviation visitors is estimated at \$23,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Grant Municipal Airport was approximately \$2.29 million. Total full-time employment related to airport tenants and general aviation

visitors, including all secondary impacts, is estimated at approximately 12.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$268,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Grant Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as corporate aircraft. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and service, as well as a number of pilot services. The airport has a significant amount of aerial application activity, serving much of the area's agricultural community. The airport also makes available part of its property for crops. In addition, the airport is important to the community in terms of providing access to the State's medical system. Many physicians use the airport to attend to patients or clinics, and medical evacuation flights use the airport occasionally.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Perkins County Health Services uses the airport on average 83 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver, Scottsbluff, and North Platte. In addition, the hospital use aircraft six times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The Nebraska Forest Service uses Grant Municipal Airport to store fire retardant in the event of a wildfire in the airport's environs. Ag-Land Aviation, based on the airport, is the

designated fire retardant applicator in such an event.

Summary

On an annual basis, Grant Municipal Airport currently provides the following total benefits:

Grant Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	6	5	11
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	7	5.5	12.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$161,600	\$82,900	\$244,500
GA Visitors	<u>\$15,000</u>	<u>\$8,600</u>	<u>\$23,600</u>
Total	\$176,600	\$91,500	\$268,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,487,300	\$762,700	\$2,250,000
GA Visitors	<u>\$23,500</u>	<u>\$14,300</u>	<u>\$37,800</u>
Total	\$1,510,800	\$777,000	\$2,287,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

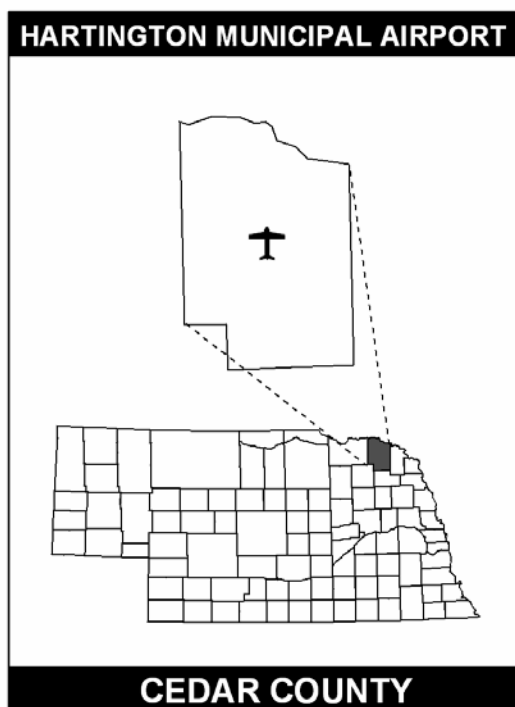
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Hartington Municipal Airport is located two miles southeast of Hartington, Nebraska, in Cedar County. Hartington has a population of 1,651. The 243-acre airport opened in 1949. The primary runway, Runway 13/31, is a concrete runway measuring 3,950 feet in length and 60 feet in width. Major employers in the community include Leprino Foods, Hydraulic Components Industries, Hartington Concrete, Beverly Healthcare, Cedar County, the City of Hartington, Hartington Telemarketing, Hartington Public Schools, Radec Construction, and Gerry Miller Implement.

The airport, with 11 based aircraft, experiences approximately 6,750 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic

benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. The first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Hartington Municipal Airport was approximately \$23,500. Total first round full-time employment related general aviation visitors is estimated at one person with a total first round payroll of approximately \$15,000 annually. Survey data indicated that approximately 436 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Hartington Municipal Airport was approximately \$37,800. Total full-time employment related to general aviation visitors, including all secondary impacts, is estimated at approximately one and a half full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$23,600 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Hartington Municipal Airport provides a number of services to the local community. The airport is primarily a recreational facility, catering to local pilots who use the field for their own aircraft, as well as for pilots who visit the area. The airport is occasionally used for corporate activity. The airport is also important to the local community in terms of providing access to the State's health care system, either by accommodating physician flights or for medical evacuation. Other emergency services, such as rangeland or forest firefighting and search and rescue use the field infrequently.

Summary

On an annual basis, Hartington Municipal Airport currently provides the following total benefits:

Hartington Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$15,000</u>	<u>\$8,600</u>	<u>\$23,600</u>
Total	\$15,000	\$8,600	\$23,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$23,500</u>	<u>\$14,300</u>	<u>\$37,800</u>
Total	\$23,500	\$14,300	\$37,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

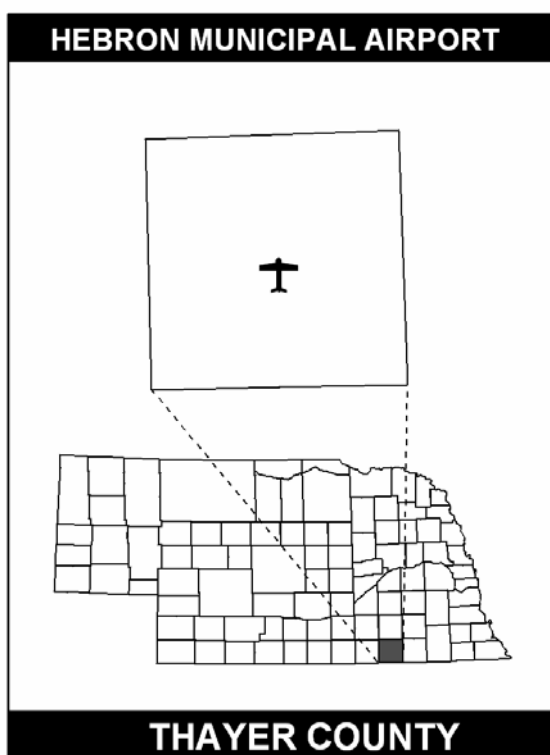
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Hebron Municipal Airport is located one mile south of Hebron, Nebraska, in Thayer County. Hebron has a population of 1,584. The 217-acre airport opened in 1942. The primary runway, Runway 12/30, is a concrete runway measuring 3,600 feet in length and 60 feet in width. Major employers in the community include Reinke Manufacturing, Garnett Foods, Metal Quest Unlimited, Thayer County Health Services, Blue Valley Lutheran Home Society, Thayer Central Public Schools, Thayer County, Norris Public, and the City of Hebron.

The airport, with eight based aircraft, experiences approximately 3,176 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account

for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Hebron Municipal Airport was approximately \$17,600. Total first round employment related to on-airport aviation-related activity and general aviation visitors is estimated at one full-time equivalent job with a total first round payroll of approximately \$11,700 annually. Survey data indicated that approximately 327 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Hebron Municipal Airport was approximately \$37,400. Total employment related to general aviation visitors, including all secondary impacts, is estimated at approximately 1.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$18,400 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Hebron Municipal Airport provides a number of services to the local community. The airport welcomes recreational flying, as well as corporate aircraft such as those belonging to Reinke Manufacturing and Garnett Foods. The airport also sees a significant amount of traffic from aerial agricultural applicators during the growing season. The airport accommodates a variety of law enforcement activities as well. The airport is also important to the local community in terms of providing access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Thayer County Health Services uses the airport on average 13 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Hastings, and Kearney. In addition, the hospital uses aircraft seven times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Hebron Municipal Airport currently provides the following total benefits:

Hebron Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$11,700</u>	<u>\$6,700</u>	<u>\$18,400</u>
Total	\$11,700	\$6,700	\$18,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$7,000	\$2,100	\$9,100
GA Visitors	<u>\$17,600</u>	<u>\$10,700</u>	<u>\$28,300</u>
Total	\$24,600	\$12,800	\$37,400

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

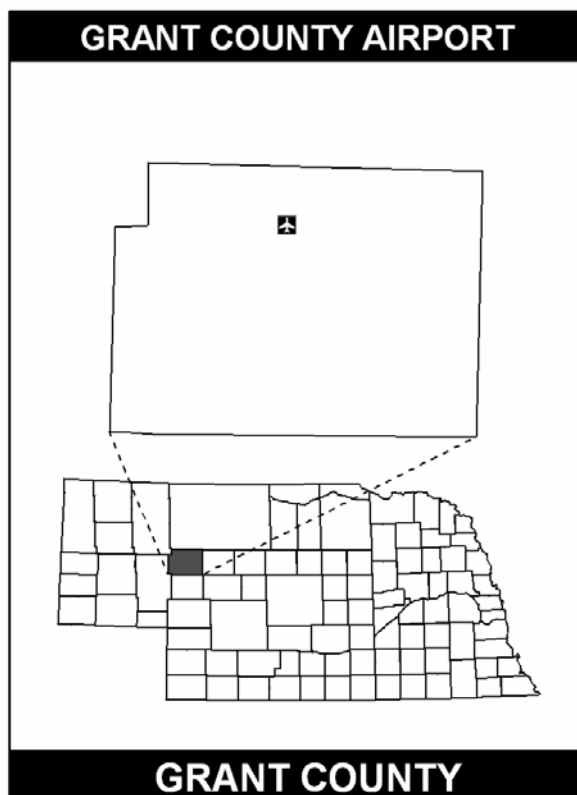
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Grant County Airport is located one mile northwest of Hyannis, Nebraska, in Grant County. Hyannis has a population of 194. Primary economic activities include cattle and other livestock ranching. The 88-acre airport opened in 1959 and the primary runway is an asphalt runway, Runway 17/35, measuring 2,935 feet in length and 30 feet in width. Local attractions include the Verde Valley Guest Ranch and the Frye Lake State Wildlife Management Area.

The airport, with four based aircraft, experiences approximately 1,825 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant at the Grant County Airport was the airport's management, which supported one part-time employee. This tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from this on-airport aviation-related tenant is estimated at \$3,000 annually. The estimated direct annual payroll of these tenants is \$200. Operational data indicated that approximately 1,470 visitors used the airport. This visitor-related output (indirect impacts) supported an additional 1 part-time job for an employee earning \$1,700 annually. Indirect output from general aviation visitors is estimated at \$3,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 1999 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 1999, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Grant County Airport was approximately \$9,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately two full-time equivalent persons, with a total annual payroll (direct and secondary) of approximately \$3,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Grant County Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to corporate aircraft such as that belonging to Hyannis Veterinarian Service. The airport reports being used as a gateway for recreational visitors, such as those visiting the Frye Lake State Wildlife Management Area or other attractions in the Sandhills. The airport occasionally assists local emergency services by accommodating emergency medical evacuation flights and law enforcement exercises. There are extensive ranching operations surrounding Hyannis in Grant County and southwestern Cherry County, and many of these operations use Grant County airport while conducting aerial property and livestock inspections, and for supply runs.

The management of the airport reports hosting a fly-in each August to help promote the airport and the town of Hyannis.

Summary

On an annual basis, Grant County Airport currently provides the following total benefits:

Grant County Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0.5	0.5	1
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1	1	2
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$200	\$100	\$300
GA Visitors	<u>\$1,700</u>	<u>\$1,000</u>	<u>\$2,700</u>
Total	\$1,900	\$1,100	\$3,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$3,000	\$900	\$3,900
GA Visitors	<u>\$3,700</u>	<u>\$2,200</u>	<u>\$5,900</u>
Total	\$6,700	\$3,100	\$9,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

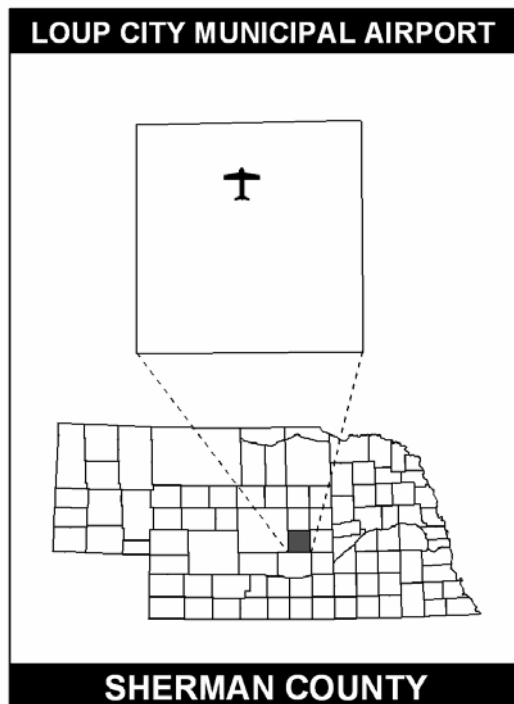
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Loup City Municipal Airport is located one mile northwest of Loup City, Nebraska, in Sherman County. Loup City has a population of 1,000. The 284-acre airport opened in 1969. The primary runway, Runway 15/33, is an asphalt runway measuring 3,200 feet in length and 50 feet in width. Manufacturing firms in the area include Cook & Beals, G&G Inc., and Calmetco. Local attractions include the Sherman State Recreation Area.

The airport, with five based aircraft, experiences approximately 1,550 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported one full-time equivalent job. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$107,700 annually. The estimated direct annual payroll of these tenants is \$21,300. Operational data indicated that approximately 191 visitors used the airport. Visitor-related spending supported one additional part-time job for an employee earning \$6,700 annually. Indirect output from general aviation visitors is estimated at \$10,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Loup City Municipal Airport was approximately \$178,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$38,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Loup City Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights in addition to a number of corporate aircraft. The airport is frequently a gateway for visitors to the Sherman Reservoir State Recreational Area, as well as other nearby attractions. The airport is important to the community in terms of providing access to the State's health care system, by accommodating both doctors' flights and medical evacuation flights. Occasional activities include exercises by law enforcement and emergency personnel, as well as aerial surveillance and search and rescue.

Summary

On an annual basis, Loup City Municipal Airport currently provides the following total benefits:

Loup City Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	1	2
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1.5	1.5	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$21,300	\$6,500	\$27,700
GA Visitors	<u>\$6,700</u>	<u>\$3,800</u>	<u>\$10,500</u>
Total	\$28,000	\$10,300	\$38,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$107,700	\$53,800	\$161,500
GA Visitors	<u>\$10,300</u>	<u>\$6,300</u>	<u>\$16,600</u>
Total	\$118,000	\$60,100	\$178,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

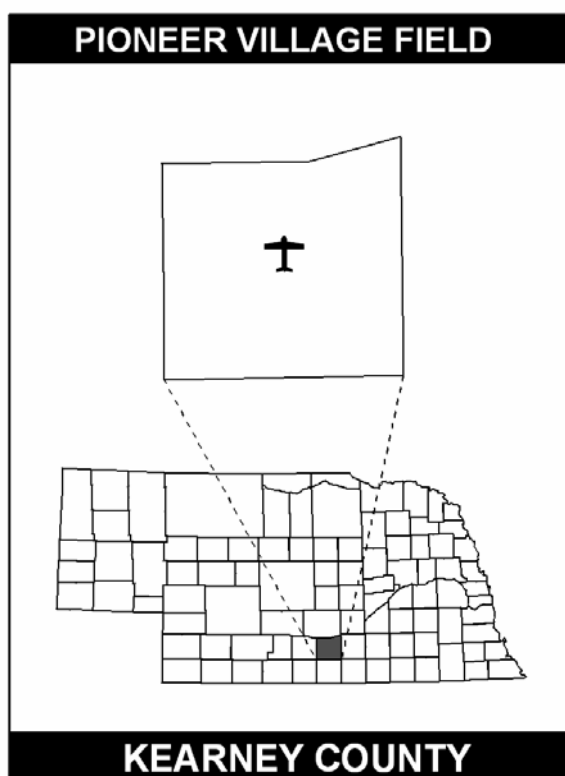
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Pioneer Village Field is located one mile northeast of Minden, Nebraska, in Kearney County. Minden has a population of 2,896. The 203-acre airport opened in 1950. The primary runway, Runway 16/34, is a concrete surface measuring 3,900 feet in length and 60 feet in width. Primary attractions in Minden include the Pioneer Village Museum.

The airport, with 28 based aircraft, experiences approximately 7,100 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported four employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$944,900 annually. The estimated direct annual payroll of these tenants is \$92,100. Operational data indicated that approximately 871 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$30,000 annually. Indirect output from general aviation visitors is estimated at \$47,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to

Pioneer Village Field was approximately \$1.55 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately ten persons, with a total annual payroll (first round and secondary) of approximately \$214,700 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Pioneer Village Field provides a number of services to the local community. The airport welcomes many recreational flights in addition to a number of corporate flights. The airport often serves as a gateway for visitors to the community. The airport is the base for an aerial application service, which serves a sizeable portion of the area's farmland during the growing season. The airport occasionally accommodates emergency services such as police and firefighting. Additionally, the airport is important to the community in terms of providing access to the State's health care system, accommodating both physician flights into the community and medical evacuation to larger hospitals.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Kearney County Health Services uses the airport about 120 times per year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha, Kearney and Hastings. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Pioneer Village Field currently provides the following total benefits:

Pioneer Village Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	4	2	6
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	7	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$92,100	\$43,900	\$136,000
GA Visitors	<u>\$50,100</u>	<u>\$28,600</u>	<u>\$78,700</u>
Total	\$142,200	\$72,500	\$214,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$944,900	\$476,100	\$1,421,000
GA Visitors	<u>\$79,400</u>	<u>\$48,200</u>	<u>\$127,600</u>
Total	\$1,024,300	\$524,300	\$1,548,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital-improvement related construction spending at airports in Nebraska typically produces the following impacts:

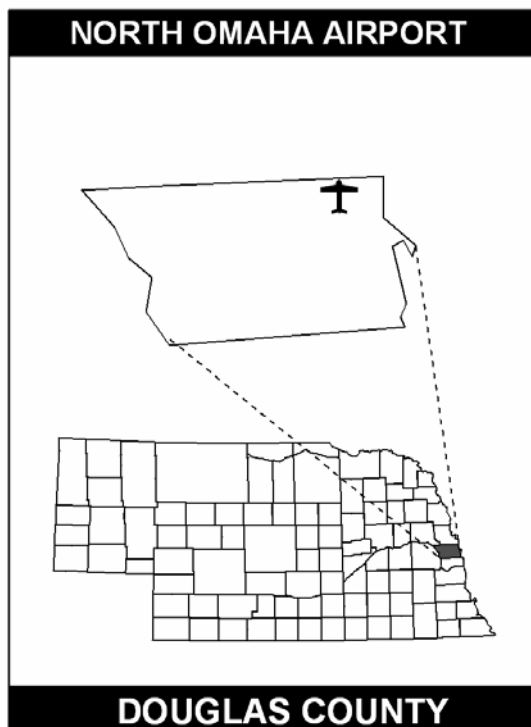
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

North Omaha Airport is located 7 miles northwest of Omaha, Nebraska, in Douglas County. Omaha has a population of 386,742. The 100-acre airport opened in 1944. The primary runway, Runway 17/35, is a concrete runway measuring 2,480 feet in length and 40 feet in width. Major employers in the region include Offutt Air Force Base (55th Wing), Alegent Health, Omaha Public Schools, First Data Corporation, Methodist Health System, Mutual of Omaha Companies, Nebraska Health System, Odyssey Staffing, Inc., Staff Mid-America, and West Corporation. Local attractions include the Black Americana Museum, Great Plains Black History Museum, Mormon Pioneer Monument and Cemetery, Omaha Botanical Gardens, Omaha Magic Theater, Red Barn Opry Showhouse, U.S.S. Hazard & U.S.S. Marlin Freedom Park, Omaha Henry Doorly Zoo, and The Old Market.

The airport with 58 based aircraft, experiences approximately 12,250 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 11 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$765,500 annually. The estimated direct annual payroll of these tenants is \$271,400. Operational data indicated that approximately 680 visitors used the airport. Visitor-related spending supported one additional job. Indirect output from general aviation visitors is estimated at \$36,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as

they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to North Omaha Airport was approximately \$1.2 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 21.5 full-time equivalent jobs with a total annual payroll (first round and secondary) of approximately \$440,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, North Omaha Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to some corporate activity. The airport is home to an aerial applicator, an aircraft upholstery shop, and an aerial photographer. There are also aerobatic aircraft based at the airport. In the past, the airport has accommodated flight training and charter activity. Currently, the City of Omaha bases six police helicopters at the airport. Additionally, Immanuel Hospital uses the airport for patient transport. Nebraska Furniture Mart is a primary corporate user of the airport. The airport also has three residential apartments.

Summary

On an annual basis, North Omaha Airport currently provides the following total benefits:

Omaha-North			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	11	8	19
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	12	8.5	21.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$271,400	\$132,700	\$404,100
GA Visitors	<u>\$23,400</u>	<u>\$13,400</u>	<u>\$36,800</u>
Total	\$294,800	\$146,100	\$440,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$765,500	\$375,800	\$1,141,300
GA Visitors	<u>\$36,800</u>	<u>\$22,300</u>	<u>\$59,100</u>
Total	\$802,300	\$398,100	\$1,200,400

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

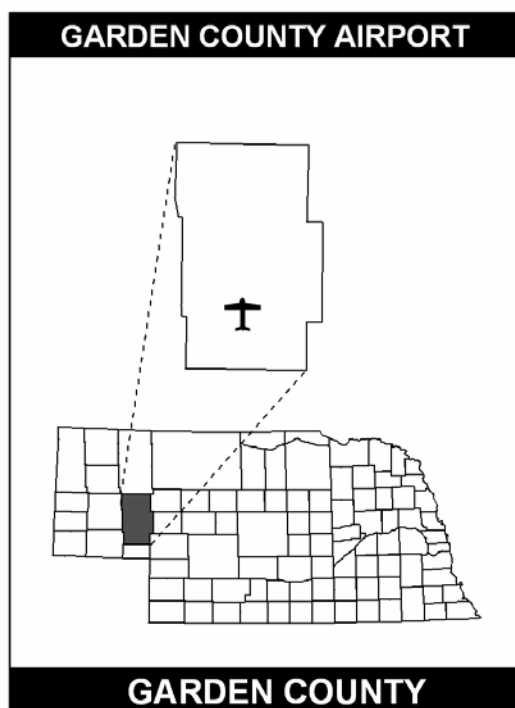
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Garden County Airport is located one mile southwest of Oshkosh, Nebraska, in Garden County. Oshkosh has a population of 848. The 172-acre airport opened in 1958. The primary runway, Runway 12/30, is a concrete surface measuring 3,701 feet in length and 50 feet in width. Cabela's operates a merchandise return facility in the city, and is Oshkosh's largest employer. Local attractions include the Historical Society of Garden County.

The airport, with 15 based aircraft, experiences approximately 5,820 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported one full-time equivalent employee. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$187,100 annually. The estimated direct annual payroll of these tenants is \$28,200. Operational data indicated that approximately 1,252 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,400 annually. Indirect output from general aviation visitors is estimated at \$67,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Garden County Airport was approximately \$384,200. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six persons, with a total annual payroll (first round and secondary) of approximately \$107,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Garden County Airport offers several services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft such as those belonging to Buggy Pole Ranch and Grace Land & Cattle. The airport is home to an aerial application service, which operates on the field during the growing season. The airport occasionally accommodates various emergency agencies, such as law enforcement and firefighting activities. Additionally, the airport is important to the local community in terms of access to the region's health care system, by accommodating both arriving physicians and medical evacuation flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Garden County Hospital uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver, Fort Collins, and Scottsbluff. In addition, the hospital uses aircraft 65 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Garden County Airport currently provides the following total benefits:

Garden County Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	1	2
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	4	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$28,200	\$11,100	\$39,300
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$71,600	\$35,900	\$107,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$187,100	\$88,400	\$275,500
GA Visitors	<u>\$67,600</u>	<u>\$41,100</u>	<u>\$108,700</u>
Total	\$254,700	\$129,500	\$384,200

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

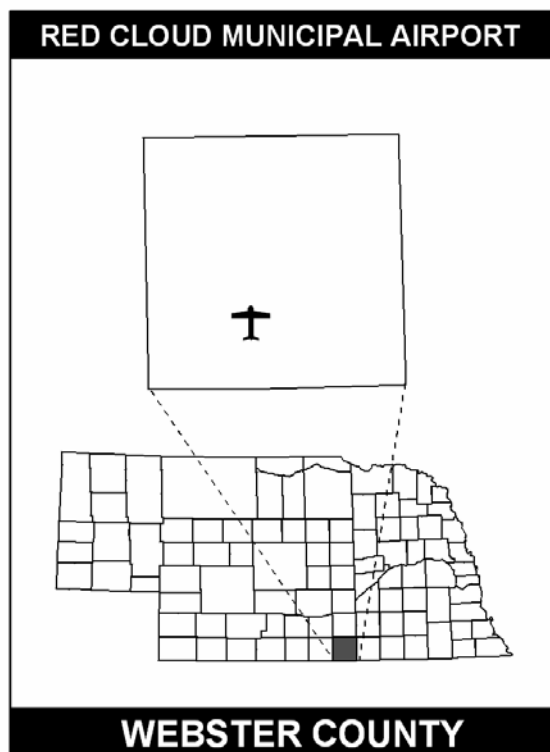
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Red Cloud Municipal Airport is located one mile west of Red Cloud, Nebraska, in Webster County. Red Cloud has a population of 1099. The 164-acre airport opened in 1965. The primary runway, Runway 15/33, is a concrete runway measuring 3,700 feet in length and 60 feet in width. Major employers in the community include Webster County Hospital, City of Red Cloud, and Gottsch Feedyard. Local attractions include the Webster County Historical Museum.

The airport, with 10 based aircraft, experiences approximately 1,910 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Red Cloud Municipal Airport was approximately \$11,800. Total first round full-time employment related general aviation visitors is estimated at one person with a total first round payroll of approximately \$6,700 annually. Survey data indicated that approximately 218 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Red Cloud Municipal Airport was approximately \$19,000. Total employment related to general aviation visitors, including all secondary impacts, is estimated at approximately 1.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$10,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Red Cloud Municipal Airport provides a number of benefits to the local community. The airport is primarily a recreational facility, giving local pilots and a small number of visitors a location to use their aircraft. The airport also sees a small amount of corporate traffic each year. The airport is occasionally used for other types of operations, such as for aerial property inspection or photography and flight training. The airport is also important to the local community in terms of providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Webster County Community Hospital uses the airport for emergency patient transfer via air ambulance.

Summary

On an annual basis, Red Cloud Municipal Airport currently provides the following total benefits:

Red Cloud Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$6,700</u>	<u>\$3,800</u>	<u>\$10,500</u>
Total	\$6,700	\$3,800	\$10,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$11,800</u>	<u>\$7,200</u>	<u>\$19,000</u>
Total	\$11,800	\$7,200	\$19,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

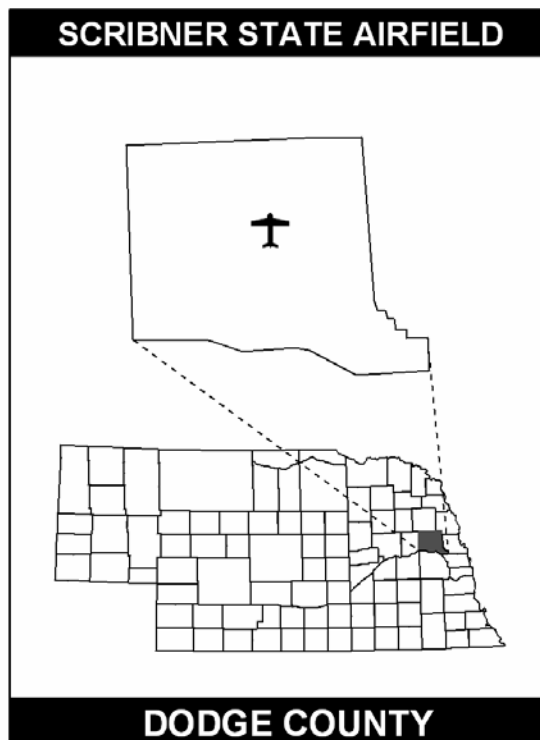
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Scribner State Airfield is located three miles southeast of Scribner, Nebraska, in Dodge County. Scribner has a population of 917. The 789-acre airport opened in 1946. The primary runway, Runway 17/35, is a concrete surface measuring 4,200 feet in length and 75 feet in width. Local attractions include the Dead Timber State Recreation Area.

The airport, with 19 based aircraft, experiences approximately 2,600 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the airport's management was the only aviation-related tenant on the airport, and supported one employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$183,200 annually. The estimated direct annual payroll of these tenants is \$30,200. Operational data indicated that approximately 272 visitors used the airport. Visitor-related spending supported an additional full-time job for an employee earning over \$10,000 annually. Indirect output from general aviation visitors is estimated at \$14,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to

Scribner State Airfield was approximately \$262,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$55,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Scribner State Airfield provides a number of services to the local community. The airport welcomes many recreational flights in addition to corporate aircraft, such as that belonging to Smeal. Scribner State Airfield occasionally serves as a gateway for recreational visitors. The airport frequently sees activity from aerial applicators during the growing season. Aerial surveying is another frequent activity that occurs at the facility. The airport is important to the local community in terms of providing emergency access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated St. Francis Memorial Hospital, in West Point, uses the airport on average 12 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Scribner State Airfield currently provides the following total benefits:

Scribner State			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	2	1	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$30,200	\$9,100	\$39,300
GA Visitors	<u>\$10,000</u>	<u>\$5,700</u>	<u>\$15,700</u>
Total	\$40,200	\$14,800	\$55,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$183,200	\$55,300	\$238,500
GA Visitors	<u>\$14,700</u>	<u>\$8,900</u>	<u>\$23,600</u>
Total	\$197,900	\$64,200	\$262,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at Nebraska's airports typically produces the following impacts:

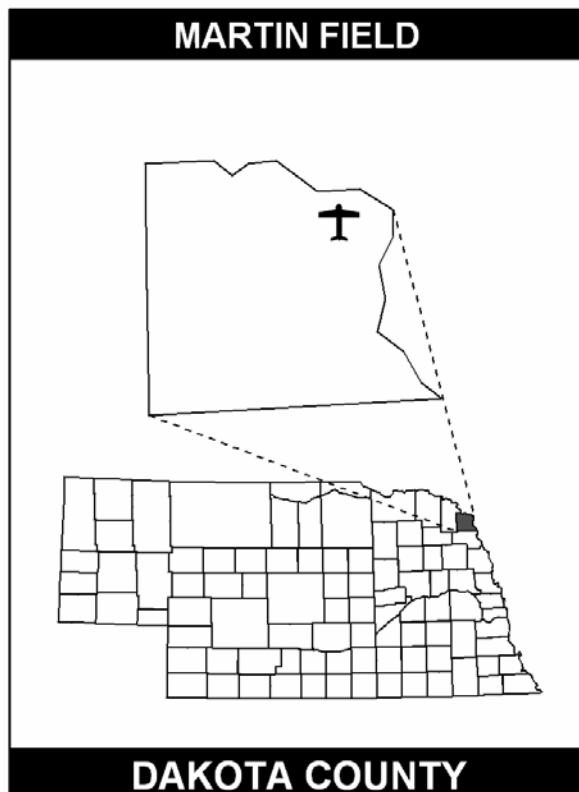
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Martin Field is located three miles southwest of South Sioux City, Nebraska, in Dakota County. South Sioux City has a population of 11,749. The 175-acre airport opened in 1959. The primary runway, Runway 14/32, is an asphalt surface measuring 3,323 feet by 50 feet wide. Major employers in the community include Tyson/IBP, B.P.I. Inc., Great West Casualty Insurance, Sioux City Foundry, Gerkin Windows & Doors, Sara Lee Bakery Group/Metz Baking, and Broyhill. Local attractions include the Orpheum Theater, Lewis and Clark Interpretive Center, Sioux City Art Center, Sioux City Symphony, and the Belle of Sioux City Casino.

The airport with 30 based aircraft, experiences approximately 24,400 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Martin Field was approximately \$2.36 million. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at 11 persons with a total first round payroll of approximately \$194,400 annually. Survey data indicated that approximately 3,757 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts

calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Martin Field was approximately \$3.58 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 14 persons with a total annual payroll (first round and secondary) of approximately \$287,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Martin Field offers several services to the community. The airport supports many recreational aircraft, as well as a small amount of corporate activity. The airport's Fixed Base Operator (FBO) provides aircraft maintenance, flight instruction, fuel, and aircraft storage. The FBO also provides air taxi and aerial application services. The FBO's flight instruction prepares pilots through instrument training, and also provides glider instruction. There is also an aerial photography service available.

The airport is active in the local community, with a 60-member Experimental Aircraft Association (EAA) chapter, an EAA Young Eagles program, and pancake breakfast fly-ins for charity. The FBO also offers introductory flight lessons for children. Law enforcement from the community uses the airport for operations and training.

The Nebraska Forest Service uses Martin Field to store fire retardant in the event of a wildfire in

the airport's environs. Sioux Air, based on the airport, is the designated fire retardant applicator during such an event.

Summary

On an annual basis, Martin Field currently provides the following total benefits:

Martin Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	1	4
GA Visitors	<u>8</u>	<u>2</u>	<u>10</u>
Total	11	3	14
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$194,400	\$93,400	\$287,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$2,359,600	\$1,227,900	\$3,587,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

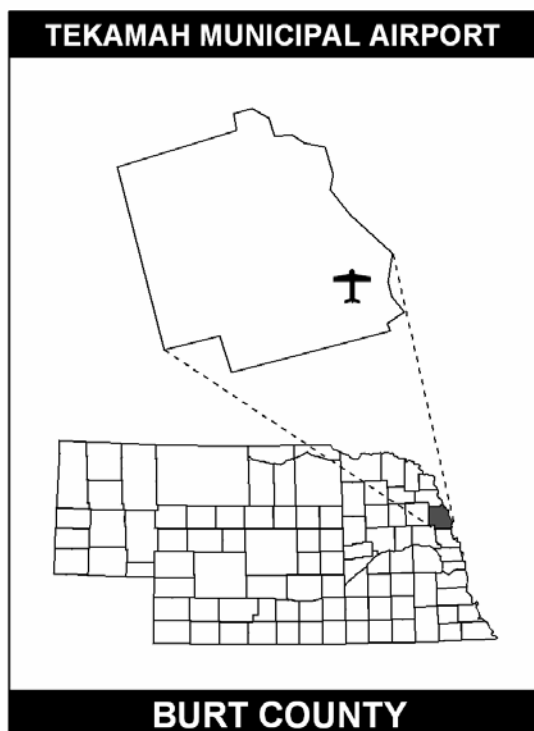
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Tekamah Municipal Airport is located two miles southeast of Tekamah, Nebraska, in Burt County. Tekamah has a population of 1,932. Basic economic activities of Tekamah, the county seat, include: farming, livestock feeding, retailing, light manufacturing, and agribusiness sales and services. More than 60 retail businesses and three wholesale businesses provide a variety of goods and services for the community. Local attractions include the Burt County Museum.

The airport, with 18 based aircraft, experiences approximately 27,020 aircraft operations annually. The 277-acre airport opened in 1968. The primary runway, Runway 14/32, is constructed of concrete measuring 4,002 feet in length and 75 feet in width.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.33 million annually. The estimated direct annual payroll of these tenants is \$74,100. Operational data indicated that approximately 4,360 visitors used the airport. Visitor-related spending supported an additional nine full-time jobs for employees earning over \$148,600 annually. Indirect output from general aviation visitors is estimated at \$235,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Tekamah Municipal Airport was approximately \$2.38 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 20 persons, with a total annual payroll (first round and secondary) of approximately \$345,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Tekamah Municipal Airport offers several services to the community. The airport supports many recreational aircraft in addition to corporate aircraft. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and fuel. The FBO experiences a number of fly-in maintenance customers. The airport is also the base for an aerial applicator company that serves the surrounding farming community.

The airport serves Burt County by providing facilities for rangeland firefighting and for refueling of SkyMeds air ambulance aircraft. An independent flight instructor offers training from the airport, and the facility also provides transient flight students from Omaha with a location for practice. The airport helps the local economy by providing a gateway for visiting corporate traffic. Parts delivery services and visits by corporate leaders are a benefit for many of the area's businesses.

Tekamah Municipal Airport participates in several community activities, such as school visits and occasional aerial applicator inspection and checks.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated the hospital uses aircraft

17 times per year for emergency patient transfer via air ambulance

Summary

On an annual basis, Tekamah Municipal Airport currently provides the following total benefits:

Tekamah			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>9</u>	<u>3</u>	<u>12</u>
Total	14	6	20
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$74,100	\$37,900	\$112,000
GA Visitors	<u>\$148,600</u>	<u>\$84,900</u>	<u>\$233,500</u>
Total	\$222,700	\$122,800	\$345,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,332,900	\$668,700	\$2,001,600
GA Visitors	<u>\$235,200</u>	<u>\$142,800</u>	<u>\$378,000</u>
Total	\$1,568,100	\$811,500	\$2,379,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

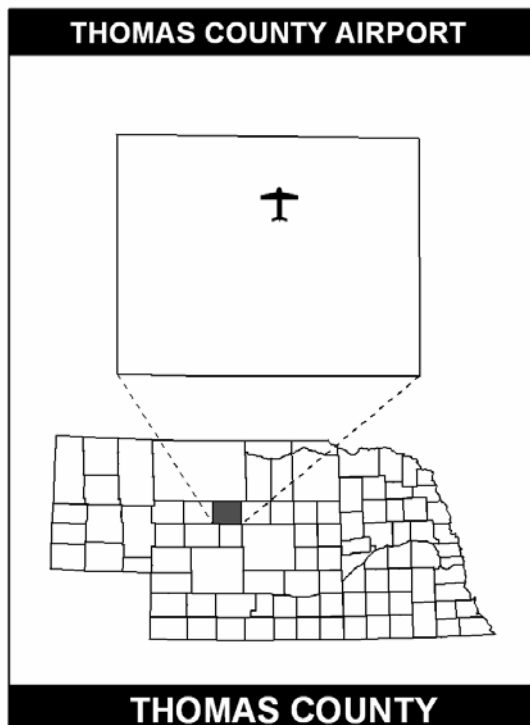
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Thomas County Airport is located one mile south of Thedford, Nebraska, in Thomas County. Thedford has a population of 231. The 591-acre airport opened in 1998. The primary runway, Runway 11/29, is an asphalt runway measuring 3,600 feet in length and 50 feet in width.

The airport, with three based aircraft, experiences approximately 6,250 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional

spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Thedford Municipal Airport was approximately \$7,700. Total first round employment related to general aviation visitors is estimated at one part-time job with a total first round payroll of approximately \$1,700 annually. Survey data indicated that approximately 54 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Thedford Municipal Airport was approximately \$11,000. Total employment related to general aviation visitors, including all secondary impacts, is estimated at approximately one full-time equivalent job, with a total annual payroll (first

round and secondary) of approximately \$2,700 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Thedford Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights in addition to a small number of corporate aircraft, such as those belonging to Sandhill Oil, Midwest Partitions, Circle 4 Fertilizer, and Pearson's Insurance. The airport occasionally sees other types of aviation-related activity, such as aerial livestock, property and utility inspection and photography, aerial application services, and search and rescue. The airport occasionally assists emergency services by accommodating firefighting activities. The airport is also important to the community in terms of providing access to the State's health care system. Physician and emergency medical evacuation flights occur at the airport from time to time.

Summary

On an annual basis, Thedford Municipal Airport currently provides the following total benefits:

Thomas Co.			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	0.5	0.5	1
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$1,700</u>	<u>\$1,000</u>	<u>\$2,700</u>
Total	\$1,700	\$1,000	\$2,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$4,800	\$1,500	\$6,300
GA Visitors	<u>\$2,900</u>	<u>\$1,800</u>	<u>\$4,700</u>
Total	\$7,700	\$3,300	\$11,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

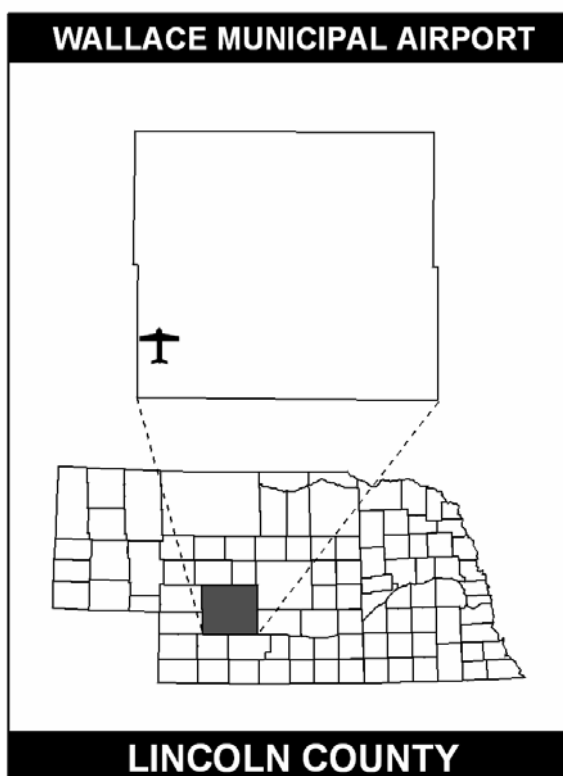
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Wallace Municipal Airport is located one mile south of Wallace, Nebraska, in Lincoln County. Wallace has a population of 310. The 89-acre airport opened in 1951. The primary runway, Runway 13/31, is an asphalt surface measuring 2,800 feet in length and 50 feet in width.

The airport, with nine based aircraft, experiences approximately 28,149 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Wallace Municipal Airport was approximately \$339,600. Total first round full-time employment related general aviation visitors is estimated at 13 persons with a total first round payroll of approximately \$215,400 annually. Survey data indicated that approximately 6,289 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Wallace Municipal Airport was approximately \$545,800.

Total full-time employment related to general aviation visitors, including all secondary impacts, is estimated at approximately 17 persons, with a total annual payroll (first round and secondary) of approximately \$338,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Wallace Municipal Airport provides several services to the local community. The airport welcomes many recreational flights in addition to a number of corporate aircraft. The airport serves other types of aviation-related activities, such as aerial crop application, aerial property and livestock inspection and surveying, flight instruction exercises, and military training. The airport is important to the local community in terms of emergency services. The facility is sometimes used for police and firefighting exercises. The airport also provides an access point for the State's health care system, by accommodating doctors' and medical evacuation flights.

Summary

On an annual basis, Wallace Municipal Airport currently provides the following total benefits:

Wallace Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>13</u>	<u>4</u>	<u>17</u>
Total	13	4	17
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$215,400</u>	<u>\$123,100</u>	<u>\$338,500</u>
Total	\$215,400	\$123,100	\$338,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$339,600</u>	<u>\$206,200</u>	<u>\$545,800</u>
Total	\$339,600	\$206,200	\$545,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital-improvement related construction spending at airports in Nebraska typically produces the following impacts:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Nebraska's system of public-use airports include 25 small general aviation airport facilities that are limited in the scope of services they each provide. In this study, these airports are termed "GA-Limited" airports. A list of these facilities and the city associated with each is shown in the table below. Typically, these airports are located in rural areas, away from the State's major commercial centers. These airports are scattered throughout the State, serving smaller communities and areas that are somewhat distant from larger airports.

Associated City	Airport Name
Alma	Alma Municipal Airport
Arapahoe	Arapahoe Municipal Airport
Arthur	Arthur Municipal Airport
Bassett	Rock County Airport
Bloomfield	Bloomfield Municipal Airport
Burwell	Cram Field
Chambers	Perkins Memorial Airport
Chappell	Billy G Ray Field
Genoa	Genoa Municipal Airport
Gothenburg	Quinn Field
Greeley	Greeley Municipal Airport
Harrison	Harrison Sky ranch
Harvard	Harvard State Airfield
Hay Springs	Hay Springs Municipal Airport
Mullen	Hooker County Airport
Pawnee City	Pawnee City Municipal Airport
Pender	Pender Municipal Airport
Rushville	Modisett Field
Sargent	Sargent Municipal Airport
Springview	Springview Municipal Airport
Stromsburg	Stromsburg Municipal Airport
Tecumseh	Tecumseh Municipal Airport
Trenton	Trenton Municipal Airport
Utica	Flying "V" Airport
Wilber	Wilber Municipal Airport

Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities

(direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 1999, there were 30 aviation-related tenants (including airport management) on all of Nebraska's GA-Limited airports who supported 17 employees combined. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.08 million annually. The estimated direct annual payroll of these tenants is \$362,000. Operational data indicated that approximately 7,164 visitors used these 25 airports in 2002. This visitor-related output (indirect impacts) supported an additional 15 full-time jobs for employees earning \$245,500 annually. Indirect output from general aviation visitors is estimated at \$387,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 1999 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 1999, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Nebraska's GA-Limited airports was approximately \$3.70 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 46 persons, with a total annual payroll (direct and secondary) of approximately \$898,600 associated with these jobs.

Other Benefits

Airports in the GA-Limited category typically offer a number of benefits to the local communities they serve, but on a smaller scale. Most of these airports will cater almost exclusively to recreational flyers, whether local hobbyist pilots or transient pilots that might stop over for fuel and food. These types of airports may infrequently serve small corporate aircraft for businesses in the community, including farms and ranches. Many of these GA-Limited airports, especially in Nebraska, also serve as bases for aerial applicators. Some of the airports in this category provide access points for medical evacuation or for doctors flying in for procedures. Airports of this type occasionally accommodate law enforcement activities such as surveillance or training exercises. These airports often will take part in local events such as county fairs, or will provide space for the town's activities.

Summary

On an annual basis, Nebraska's GA-Limited airports currently provide the following total benefits:

Other Airports			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	17	10	27
GA Visitors	<u>15</u>	<u>4</u>	<u>19</u>
Total	32	14	46
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$362,000	\$150,800	\$512,800
GA Visitors	<u>\$245,500</u>	<u>\$140,300</u>	<u>\$385,800</u>
Total	\$607,500	\$291,100	\$898,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,081,100	\$994,500	\$3,075,600
GA Visitors	<u>\$387,000</u>	<u>\$235,000</u>	<u>\$622,000</u>
Total	\$2,468,100	\$1,229,500	\$3,697,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers